

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD

INTL **RNAV (GPS) Rwy 16¹²**
RNAV (GPS) Rwy 34³⁴
VOR/DME Rwy 34¹⁵

¹NA when local weather not available.

²Categories A, B, 1200-2; Categories C, D, 1200-3.

³NA when control tower closed.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Categories A, B, 2200-2; Categories C, D, 2200-3.

CARSON CITY, NV

CARSON **RNAV (GPS)-A**
 Categories A, B, 1700-2; Category C, 1700-3;
 Category D, 1800-3.

NA when local weather not available.

CEDAR CITY, UT

CEDAR CITY RGNL **ILS Rwy 20**
VOR Rwy 20

Category D, 900-2¼.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS

INTL **VOR/DME or GPS Rwy 17**
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL **LDA/DME RWY 23¹**
RNAV (GPS) Rwy 23²
VOR-A³
VOR/DME-B⁴

¹Categories A,B, 900-2; Category C 1000-3;
 Category D, 1100-3.

²Categories A,B, 1400-2; Categories C,D, 1400-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

⁴Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF

PULLIAM **ILS or LOC/DME Rwy 21¹²**
VOR or GPS-A³

¹NA when control tower closed.

²ILS, Categories B,C,D, 700-2.

³Category D, 800-2¼.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-

LIBBY AAF **ILS or LOC Rwy 26**
NDB Rwy 26
RNAV (GPS) Rwy 8¹
VOR Rwy 26

NA when control tower closed.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI **RNAV (GPS) Rwy 1**
 NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL
 PARK **ILS or LOC/DME Rwy 3**
 NA when control tower closed.
 Category D, 700-2.

VALLE **VOR/DME Rwy 19**

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI **RNAV (GPS) Rwy 1**
 Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN **RNAV (GPS) Rwy 3**
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

ALTERNATE MINS



NAME ALTERNATE MINIMUMS
LAKE HAVASU CITY, AZ
 LAKE HAVASU CITY **VOR/DME or GPS-A**
 Categories A,B, 1000-2; Categories C,
 1000-2½; Category D, 1000-3.

LAS VEGAS, NV
 HENDERSON EXECUTIVE **RNAV(GPS)-B¹**
VOR-C²
 NA when local weather not available.
 ¹Categories A,B, 1000-2; Category C,
 1000-2½.
 ²Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL **ILS or LOC Rwy 25L¹**
ILS or LOC Rwy 25R¹
ILS or LOC/DME Rwy 1L²
RNAV (GPS) Rwy 1R³
RNAV (GPS) Rwy 19L⁴⁵
RNAV (GPS) Rwy 19R⁴⁵
VOR/DME-A²
VOR Rwy 25L/R³

¹ILS,LOC,Categories A,B, 900-2; Category C,
 900-2½, Category D, 900-2¾, Category E,
 1400-3.

²ILS,LOC,Categories A,B, 900-2; Category C,
 900-2½.

³Categories A,B, 900-2; Category C, 900-2½,
 Category D, 900-2¾.

⁴Categories A,B, 900-2; Category C, 900-2¾;
 Category D, 900-3.

⁵NA when local weather not available.

NORTH LAS VEGAS **ILS or LOC Rwy 12L**
 NA when control tower closed.

LOVELOCK, NV
 DERBY FIELD **VOR or GPS-C¹**
VOR/DME or GPS-A²
 ¹Categories A,B, 1900-2; Categories C,D,
 1900-3.
 ²Categories A,B, 900-2; Category C,900-2¾;
 Category D, 900-3.

MILFORD, UT
 MILFORD MUNI/BEN AND JUDY
 BRISCOE FIELD **VOR or GPS-A**
 Category D, 800-2½.

OGDEN, UT
 OGDEN-HINCKLEY **ILS Or LOC Rwy 3¹²**
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3
 NA when local weather not available.
 ¹ILS, Category D, 700-2.
 ²NA when control tower closed.

NAME ALTERNATE MINIMUMS
PHOENIX, AZ
 PHOENIX DEER VALLEY **RNAV (GPS)-B¹²**
RNAV (GPS)-C³
RNAV (GPS) Rwy 7R⁴
RNAV (GPS) Rwy 25L¹⁴

¹NA when local weather not available.

²Categories A,B, 1000-2; Category C,
 1000-2¾.

³Categories A,B, 1000-2; Category C,
 1000-2¾; Category D, 1100-3.

⁴Categories A,B, 1000-2; Category C,
 1000-2¾; Category D, 1000-3.

PHOENIX-
 MESAGATEWAY **ILS or LOC Rwy 30C¹²**
RNAV (GPS) Rwy 30C¹
RNAV (GPS) Rwy 30L³
VOR or TACAN Rwy 30C¹

¹NA when local weather not available.

²NA when control tower closed.

³Category E, 800-2½.

PHOENIX
 SKY HARBOR INTL **ILS or LOC Rwy 7R¹**
ILS or LOC Rwy 7L²
ILS or LOC Rwy 8³
ILS or LOC Rwy 25L²
ILS or LOC Rwy 26²
RNAV (GPS) Y Rwy 7R²
RNAV (GPS) Y Rwy 7L²
RNAV (GPS) Y Rwy 8⁴
RNAV (GPS) Y Rwy 25L²
RNAV (GPS) Y Rwy 25R²
RNAV (GPS) Y Rwy 26²

¹ILS, Categories A,B,C, 700-2; Category D,
 800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-
 2½; Category D, 800-2½. LOC, Category C,
 800-2½; Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

PRESCOTT, AZ
 ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L¹²**
RNAV (GPS) Rwy 21L⁴
VOR Rwy 12³

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 900-3.
 LOC, Category D, 900-3.

³Category D, 900-3.

⁴Category D, 1000-3.

NAME **ALTERNATE MINIMUMS**
PRICE, UT
CARBON COUNTY RGNL/
BUCK DAVIS FIELD **VOR/DME Rwy 36**
VOR Rwy 36¹

Category C, 900-2½; Category D, 1100-3.
¹Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13**, 700-2
Na when control tower closed.

RENO, NV

RENO/TAHOE INTL **ILS Rwy 16R**, 2100-7¹
ILS or LOC/DME Rwy 34L²
LOC Rwy 16R³
LOC/DME BC Rwy 34L⁴
RNAV (GPS) X Rwy 34L⁵
RNAV (GPS) X Rwy 34R⁵
RNAV (GPS) Y Rwy 16L⁶
RNAV (GPS) Y Rwy 16R⁷
RNAV (GPS) Y Rwy 34L⁴
RNAV (GPS) Y Rwy 34R⁸
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3

¹LOC, NA.

²ILS, LOC, Categories A, B, 1000-2; Category C, 1000-2½.

³Categories A, B, 1600-2; Categories C, D, 1600-3; Category E, 2400-3.

⁴Categories A, B, 1000-2; Categories C, D, 1000-3.

⁵Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

⁶Categories A, B, 1400-2; Categories C, D, 1400-3.

⁷Categories A, B, 1800-2; Categories C, D, 1800-3.

⁸Categories A, B, 1000-2; Category C, 1000-2½.

ST. GEORGE, UT

ST. GEORGE MUNI **RNAV (GPS) Rwy 34¹**
VOR or GPS-B, 1300-2²
VOR-C, 1800-3²
VOR/DME Rwy 34²³

¹Categories A, B 1100-2½; Categories C, D, 1100-3.

²NA except for operators with approved weather reporting service.

³Category C, 800-2½; Category D, 1000-3.

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
SCOTTSDALE, AZ
SCOTTSDALE **RNAV (GPS)-D¹**
RNAV (GPS)-E¹
VOR or GPS-A²³
VOR or GPS-C²⁴

¹NA when local weather not available.

²NA when Scottsdale altimeter not available.

³Categories A, B, C, 1100-3.

⁴Categories A, B, 900-2½; Category C, 900-2½.

TONOPAH, NV

TONOPAH **VOR or GPS-A**
Category D, 800-2½.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY **ILS or LOC/DME Rwy 17¹**
RNAV (GPS) Rwy 17

NA when local weather not available.

¹ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL **ILS or LOC Rwy 11L¹**
LOC/DME BC Rwy 29R²
RNAV (GPS) Z Rwy 11L²
RNAV (GPS) Rwy 29R²
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 29L⁴
RNAV (GPS) Z Rwy 29R²
VOR or TACAN Rwy 11L²
VOR/DME or TACAN Rwy 29R²

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3; Category E, 1100-3.

²Category E, 1100-3.

³Categories A, B, C, D, 800-2½.

⁴Category D, 800-2½.

WENDOVER, UT

WENDOVER **VOR/DME-B¹**
VOR/DME or TACAN Rwy 26²
¹Categories A, B, 1700-2; Categories C, D, E, 1700-3.
²Category E, 800-2½.

WINNEMUCCA, NV

WINNEMUCCA MUNI **RNAV (GPS) Rwy 14¹²**
RNAV (GPS) Rwy 32¹
VOR/DME Rwy 14³

¹NA when local weather not available.

²Category C, 800-2½; Category D, 800-2½.

³Category D, 1300-3.

WINDOW ROCK, AZ

WINDOW ROCK **VOR/DME-A**
Categories A, B, 1100-2; Categories C, D, 1100-3.

RADAR INSTRUMENT APPROACH MINIMUMS

DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (07242 USAF)

ELEV 2704

RADAR¹ - (E) 118.5 125.1 318.1 297.2 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	30 ²	3.0°/59/1320	ABCDE	2904 -½	200	(200-½)
	12 ³	3.0°/59/950	ABCDE	2815 -¾	200	(200-¾)

¹No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777). ²When ALS inop, increase vis ¼ mile. ³NOT FOR CIVIL USE.

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (03191 USN)

ELEV 3934

RADAR¹ - (E) 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	31L	3.5°/55/905	ABCDE	4126 -¾	200	(200-¾)
	31R	3.5°/55/903	ABCDE	4128 -¾	200	(200-¾)
	13L	3.0°/46/881	ABCDE	4134 -¾	200	(200-¾)
	13R	3.0°/47/912	ABCDE	4134 -¾	200	(200-¾)
	7	3.0°/36/679	ABCDE	4129 -¾	200	(200-¾)
ASR ²	31R		ABCDE	4200 -1	272	(300-1)
	31L		ABCDE	4200 -1	274	(300-1)
	13R		ABCD	4260 -1	326	(400-1)
			E	4260 -1½	326	(400-1½)
	13L		ABC	4280 -1	346	(400-1)
			DE	4280 -1½	346	(400-1½)
	7		AB	4340 -1	411	(500-1)
			CD	4340 -1½	411	(500-1½)
			E	4340 -1½	411	(500-1½)
CIR	All Rwy		AB	4400 -1	466	(500-1)
			C	4400 -1½	466	(500-1½)
			D	4520 -2	586	(600-2)
			E	4980 -3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7 ³	FPM	300	600	900	1200	1500	1800
	13L/R ⁴	FPM	250	500	750	1000	1250	1500
	31L/R ⁴	FPM	270	540	810	1080	1350	1620


¹No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above. ²Descent to 5700' not authorized until inbound in initial segment within 10 NM of Rwy.

³To 7500'. ⁴To 7300'.

RADAR INSTRUMENT APPROACH MINIMUMS

FORT HUACHUCA/SIERRA VISTA, AZ Amdt. 4A, OCT 22, 2009 (FAA) ELEV **4719**

SIERRA VISTA MUNI-LIBBY AAF

RADAR¹ - (E) 127.05 254.35   **NA**


			DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²	8	ABCDE	4919-¾	200	(200-¾)				
	26	ABCDE	4829-¾	200	(200-¾)				
ASR	26	ABC	5000-1	371	(400-1)	DE	5000-1¼	371	(400-1¼)
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)
CIR ³		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)
	26	A	5100-1	381	(400-1)	B	5180-1	461	(500-2)
		C	5180-1½	461	(500-1½)	D	5280-2	561	(600-2)
		E	5400-2½	681	(700-2½)				
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)
		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)

¹Opr 1500-2300Z Monday-Friday, except for holidays. ²No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. ³Circling not authorized south of runways 8 and 30.

RADAR INSTRUMENT APPROACH MINIMUMS

YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R ¹	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R ²			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L			ABC	600-1¾	393	(400-1¾)
SIDESTEP			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R ³		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR ⁴	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

¹When ALS inop, increase CAT ABCDE vis to ¾ mile. ²When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ³When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. ⁴When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¼ miles, CAT DE to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles.**Rwys 13, 31**, 2600-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn heading 205° and OGD R-331 to OGD VORTAC. **Rwy 34**, climbing left turn heading 205° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC.

NOTE: **Rwy 16**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

**BULLHEAD CITY, AZ**

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All**

Aircraft climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL.

Rwy 34, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwys 20, 29, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.

Rwy 17, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ.07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence... **Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.



**DOUGLAS BISBEE, AZ****BISBEE- DOUGLAS INTL**

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT**DUCHESNE MUNI**

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV**ELKO RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV**ELY AIRPORT-YELLAND FIELD**

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV**FALLON MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 21**, turn right.

Rwys 3,13,31, turn left. All departures climb via HZN R-075 to HZN VORTAC. Climb in holding pattern (W, right turns, 075° inbound) to depart HZN VORTAC at or above: R-240 CWR-149, 8000; R-150 CWR-239, 9000. Continue climb on course to MEA or assigned altitude.

FALLON NAS (KNFL)**FALLON, NV**

Diverse departures not authorized.

FLAGSTAFF, AZ**FLAGSTAFF PULLIAM**

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CWR-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ**SIERRA VISTA MUNI-LIBBY AAF**

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left.

Rwys 26,30, turn right. All aircraft climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

GLENDALE, AZ**GLENDALE MUNI**

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ**SAN CARLOS APACHE (P13)**

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ**PHOENIX GOODYEAR**

TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.

GRAND CANYON, AZ**GRAND CANYON NATIONAL PARK**

TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.

HEBER CITY, UT**HEBER CITY MUNI-RUSS MCDONALD FIELD**

DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)**OGDEN, UT**

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT**HUNTINGTON MUNI (69V)**

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,26,36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8,12**, climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME.... continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL.

Rwy 30, tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.



KANAB, UT**KANAB MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 316' per NM to 7200.

NOTE: Use KACIR ONE RNAV DEPARTURE.

KINGMAN, AZ**KINGMAN**

TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)**YUMA PROVING GROUND, AZ (03247)**

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ**LAKE HAVASU CITY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

LAS VEGAS, NV**HENDERSON EXECUTIVE**

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwy 25R**, 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climbing right turn direct BLD VORTAC. **Rwys 7L, 7R**, climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R**, climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R**, climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L**, multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R**, multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L**, multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R**, lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L**, multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R**, multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L**, multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R**, multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)**AMDT 3 08045 (FAA)**

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

LOGAN, UT

LOGAN-CACHE (LGU)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35**, use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

Rwys 7, 19, 25, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDAL, AZ AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L, 4R**, std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4L, 4R**, climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R**, climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.

NOTE: **Rwy 4L**, light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R**, light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL. **Rwy 22L**, light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/1383' MSL. **Rwy 22R**, light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/1382' MSL. Light pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. All aircraft climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),

DUGWAY PROVING GROUND, UT

.....Amdt 1, 09099
Rwy 12, 4700-3*

* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12,16,30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

MOAB, UT

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21**, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)

LAS VEGAS, NV

08241

Rwy 3L/R, 10,200-3° SR-SS
Rwy 21L/R, 10,200-3° SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ

NOGALES INTL (OLS)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,16**, NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA—obstacles

Rwy 15, 300-1 or std. w/min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33**, climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions.

Rwy 24, std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**, climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260.

All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L**, building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R**, rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**, light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL.

Rwy 25L, light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL.

Rwy 26, light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1250' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY

TAKE-OFF MINIMUMS: **Rwys 30L, 30C, 30R**, CAT C,D,E 2000-2 or std. with a min. climb of 230' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 12L, 12C, 12R**, climb to 2500 via IWA R-122 then climbing right turn direct PXR VORTAC. **Rwys 30L, 30C, 30R**, climbing right turn to 4000 via IWA R-122 then climbing right turn direct PXR VORTAC.

**PRESCOTT, AZ****ERNEST A. LOVE FIELD**

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30**, 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R, NA**.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading 250° to intercept DRK R-305. **Rwy 12**, turn right direct DRK VORTAC. **Rwy 21L**, turn right heading 335° to intercept DRK R-305. **Rwy 30**, climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT**CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)****AMDT 4 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 7, NA** - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...
...continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl/ Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT**PROVO MUNI**

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV**RENO/STEAD (RTS)****AMDT 3A 09183 (FAA)**

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA.

Rwys 8,14, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.



RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1½ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

... **All aircraft**: continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

RICHFIELD, UT

RICHFIELD MUNI (RIF)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right.

Rwy 25, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296° inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)

AMDT 10 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA, operational.
 DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwys 34L, 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 16L**, vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ

SCOTTSDALE (SDL)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn to 4000 via heading 220° and PXR VORTAC R-336 southeast bound to PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course. **Rwy 21**, climbing right turn to 4000 via heading 300° and PXR VORTAC R-336 northwest bound then left turn direct PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course.

...continue climb on course.

NOTE: **Rwy 3**, multiple light standards beginning 63' from departure end of runway, 445' left of centerline, up to 44' AGL/1554' MSL. Hoist on dike 878' from departure end of runway, 735' left of centerline, 51' AGL/1561' MSL. Dike beginning 1066' from departure end of runway, 316' left of centerline, 38' AGL/1548' MSL. Day marker on dike 1230' from departure end of runway, 5' left of centerline, 39' AGL/1549' MSL. Tree, 269' from departure end of runway, 490' left of centerline, 13' AGL/1523' MSL. Tree 51' from departure end of runway, 279' left of centerline, 6' AGL/1516' MSL. Tree 765' from departure end of runway, 115' left of centerline, 22' AGL/1532' MSL. Road beginning 647' from departure end of runway, 296' left of centerline, 19' AGL/1529' MSL. Tree 227' from departure end of runway, 97' left of centerline, 6' AGL/1516' MSL. Fence beginning 5' from departure end of runway, 338' right of centerline, 6' AGL/1511' MSL. Light standard, 1013' from departure end of runway, 430' right of centerline, 44' AGL/1552' MSL. **Rwy 21**, tree 1072' from departure end of runway, 426' right of centerline, 53' AGL/1497' MSL. Building 316' from departure end of runway, 537' right of centerline, 23' AGL/1467' MSL. Tree 2087' from departure end of runway, 418' left of centerline, 61' AGL/1505' MSL. Tree 1432' from departure end of runway, 438' right of centerline, 38' MSL/1482' MSL. Tree 2234' from departure end of runway, 559' left of centerline, 58' AGL/1502' MSL.

SEDONA, AZ

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21**, Use OATES RNAV DEPARTURE.

SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.

Rwys 21, 24, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29**, climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21**, climb on runway heading to 8000 before turning on course.

TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 490' per NM to 11000. **Rwy 35**, std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17**, tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21**, road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD

DEPARTURE PROCEDURE: **Rwy 6R**, turn right; **Rwy 24L**, turn left direct to Ryan NDB. Continue climb in holding pattern (W, right turn 090° inbound) to 5000 before proceeding on course.

TUCSON, AZ (CON'T)

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**, climbing right turn direct to TUS VORTAC. **Rwys 11L, 11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21**, climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3**, tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 or std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right. **Rwys 16, 25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

Rwy 20, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right.

Rwy 2, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL.

Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL.

Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL.

Diverse departures auth.

Rwy 17: Cross DER at or above 35' AGL/217' MSL.

Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth.

AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)
BULLHEAD CITY, ARIZONA

AL-6967 (FAA)

AWOS-3
119.825
BULLHEAD TOWER ★
123.9
GND CON
118.25FIELD
ELEV
701CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

35°10.0'N

ELEV
625

91

A1

1.0% UP

163.8°

FIRE
STATION

TERMINAL

RWY 16-34
S75, D200, DT400

A2

A3

A3

△ 897

35°09.5'N

7500 X 150

A4

A5

A5

CONTROL
TOWERJANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

35°09.0'N

343.8°

34

ELEV
699

A6

A7

A8

114°34.0'W

114°33.5'W

114°33.0'W

SW-4, 17 DEC 2009 to 14 JAN 2010

APP CRS
164°

Rwy Idg
TDZE
Apt Elev

7500
688
701

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

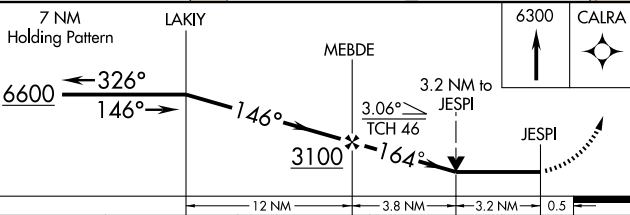
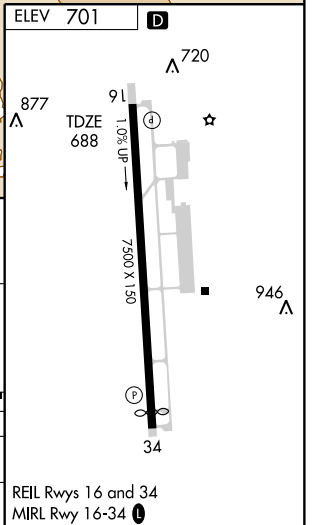
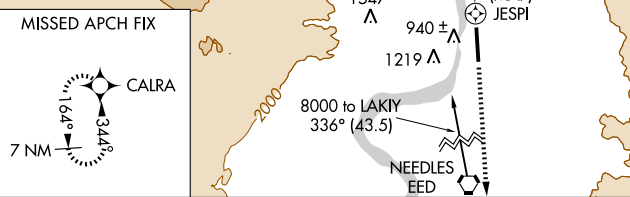
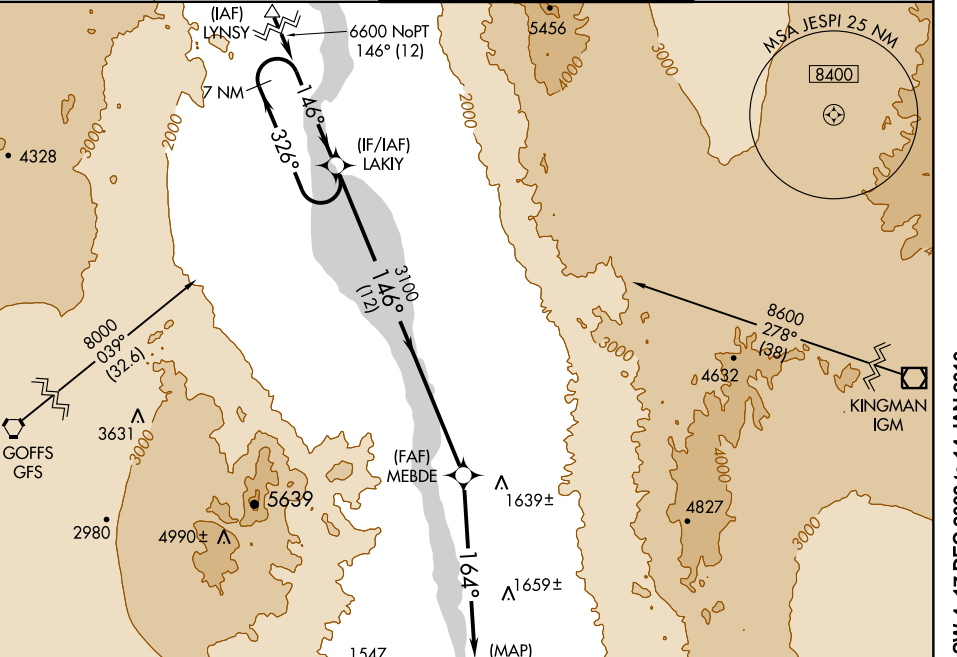
▼

▲

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles
altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct CALRA and hold,
continue climb-in-hold to 6300.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER★ 123.9 (CTAF) 0	GND CON 118.25
-------------------	-------------------------------------	--	-------------------



CATEGORY	A	B	C	D
LNNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3 1152 (1200-3)	
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3 1139 (1200-3)	

REIL Rwy 16 and 34

MRL Rwy 16-34 0

WAAS CH 82602 W34A	APP CRS 344°	Rwy Idg 7000 TDZE 699 Apt Elev 701
--	------------------------	---

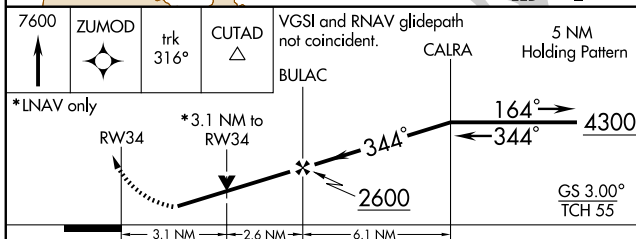
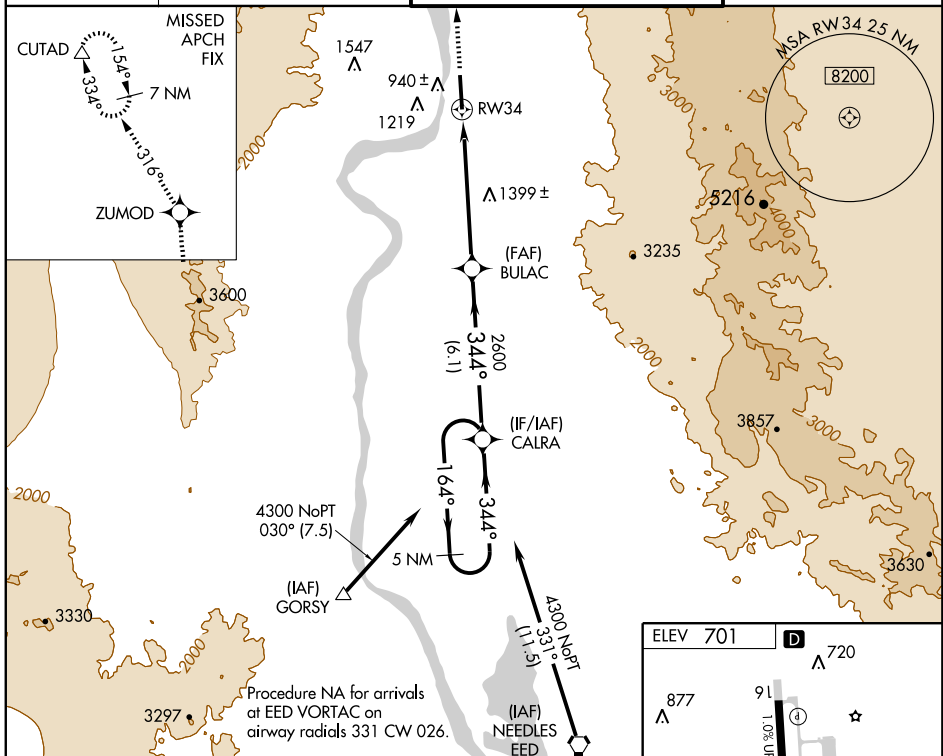
RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

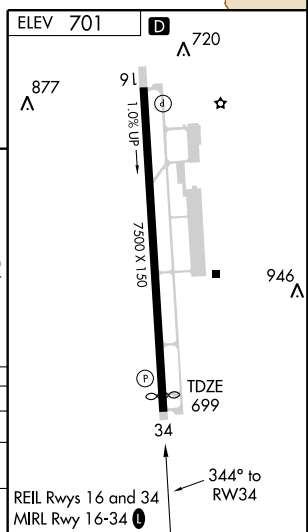
T Circling to Rwy 16 NA at night.
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.
VDP NA when using Needles altimeter setting.

MISSED APPROACH: Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHIN/BULLHEAD TOWER* 123.9 (CTAF) 0	GND CON 118.25
-------------------	--	--	--------------------------



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
LNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3	1041 (1100-3)
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)



VORTAC EED
115.2
Chan 99

APP CRS
335°

Rwy ldg 7000
TDZE 699
Apt Elev 701

VOR/DME RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

⚠

Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER ★ 123.9 (CTAF) 0	GND CON 118.25
-------------------	-------------------------------------	---	-------------------

6000

EED R-344

EED 115.2

BEPME EED 22.1

AGGID EED 16.2

BORYU EED 10

VORTAC

One Minute Holding Pattern

120°

335°

155°

6000

335°

5000

3100

3.21° TCH 45

1 NM

5.9 NM

6.2 NM

10 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3	2141 (2200-3)
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3	2139 (2200-3)

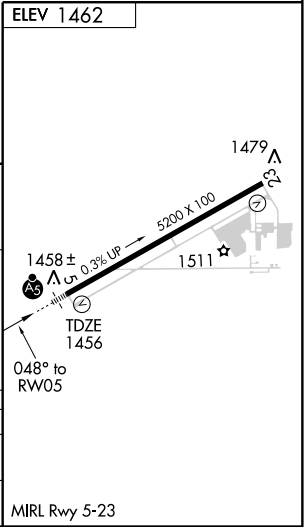
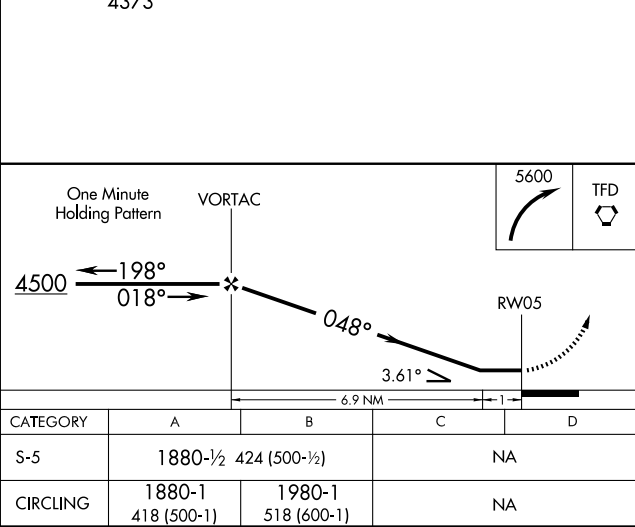
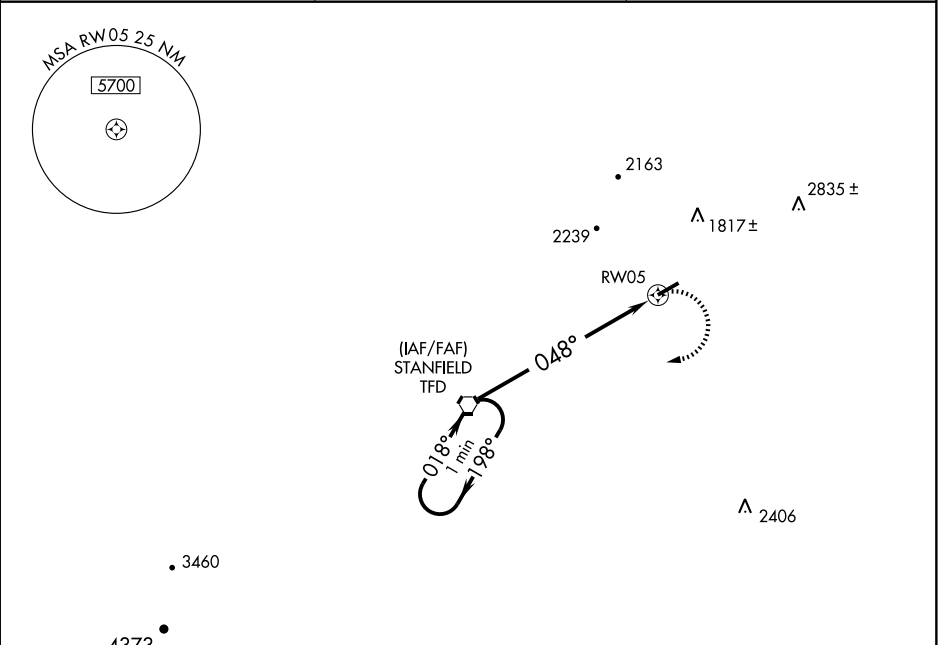
SW-4. 17 DEC 2009 to 14 JAN 2010

APP CRS 048°	Rwy Idg TDZE Apt Elev	5200 1456 1462
------------------------	-----------------------------	---

GPS RWY 5
CASA GRANDE MUNI (CGZ)

 NA	MALSR 	MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.
---	--	---

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------

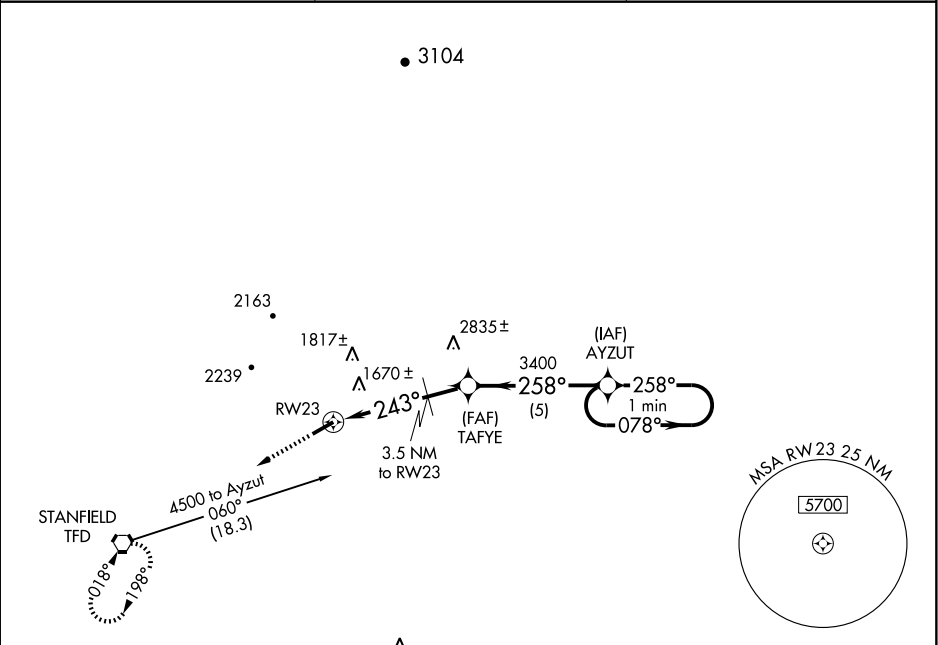


APP CRS 243°	Rwy Idg TDZE Apt Elev	5200 1462 1462
------------------------	-----------------------------	---

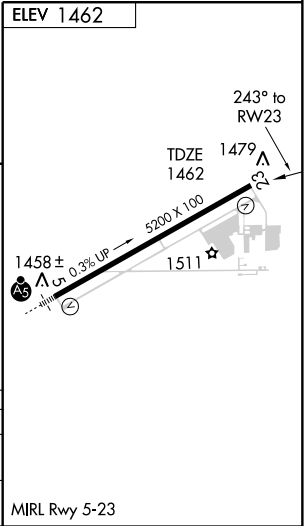
GPS RWY 23
CASA GRANDE MUNI (CGZ)

 	MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.
------	---

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1462				
CATEGORY	A	B	C	D
S-23	1840-1	378 (400-1)	NA	
CIRCLING	1840-1 378 (400-1)	1980-1 518 (600-1)	NA	



▼

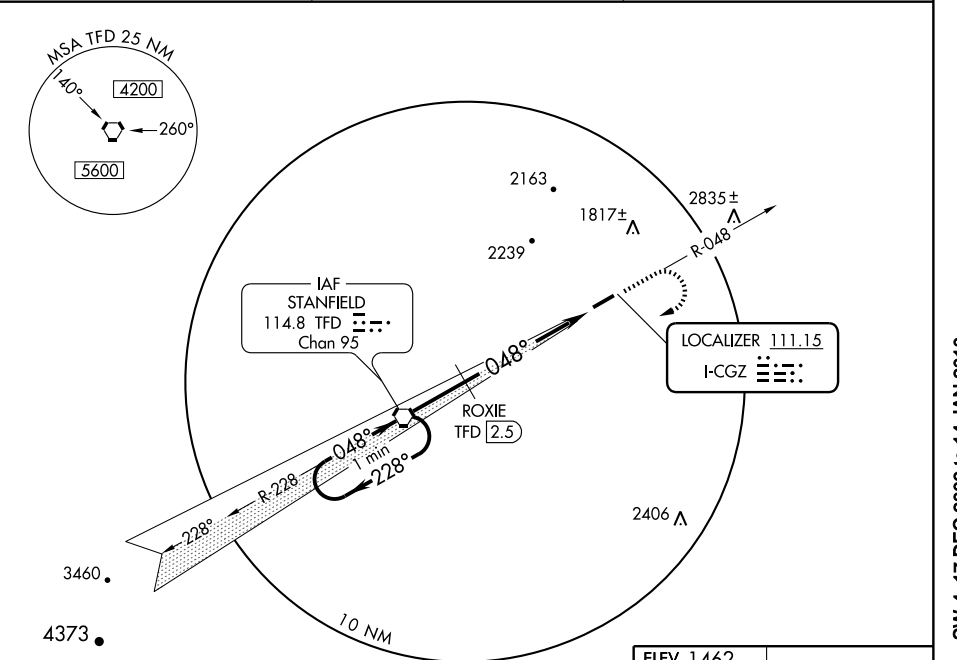
NA

DME from TFD VORTAC; simultaneous reception of I-CGZ and TFD DME required.

MALSR

MISSED APPROACH: Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
-------------------	-----------------------------------	--------------------------



ELEV 1462

1479

1458±

1511

1456

048° 5.3 NM from FAF

TDZE 1456

5200 X 100

One Minute Holding Pattern

VORTAC

ROXIE TFD 2.5

2100

3500

TFD

114.8

TFD R-048

3500

228°

048°

GS 3.00°

TCH 40

3200

3200

3000

*LOC only

2.5 NM

5 NM

0.3

CATEGORY	A	B	C	D
S-ILS 5	1741-½	285 (300-½)		NA
S-LOC 5	1840-½	384 (400-½)		NA
CIRCLING	1900-1 438 (500-1)	1920-1 458 (500-1)		NA

MIRL Rwy 5-23

Knots

60

90

120



150

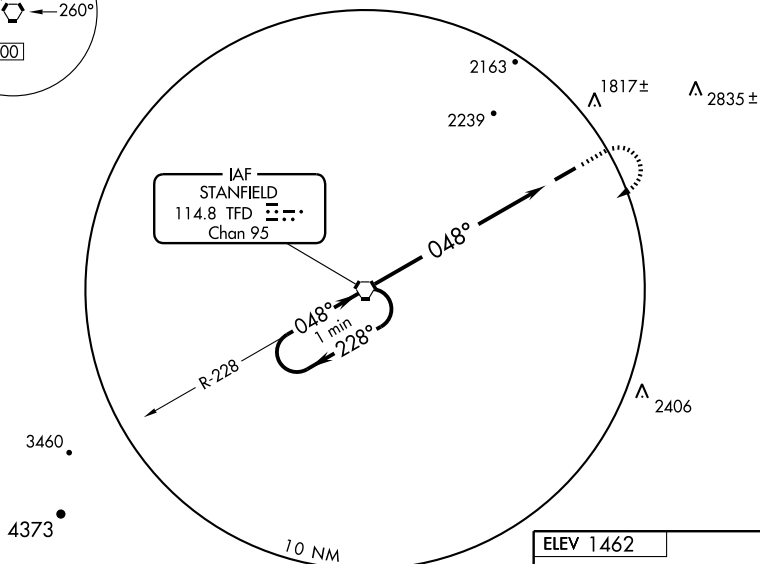
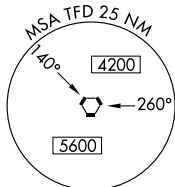
180

Min:Sec

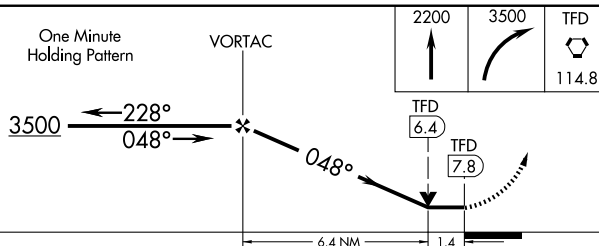
VORTAC TFD 114.8 Chan 95	APP CRS 048°	Rwy Idg 5200 TDZE 1456 Apt Elev 1462
--	------------------------	---

VOR RWY 5
CASA GRANDE MUNI (CGZ)

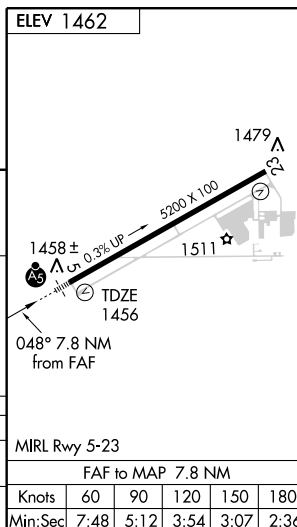
			MISSED APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.
	AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	



One Minute Holding Pattern



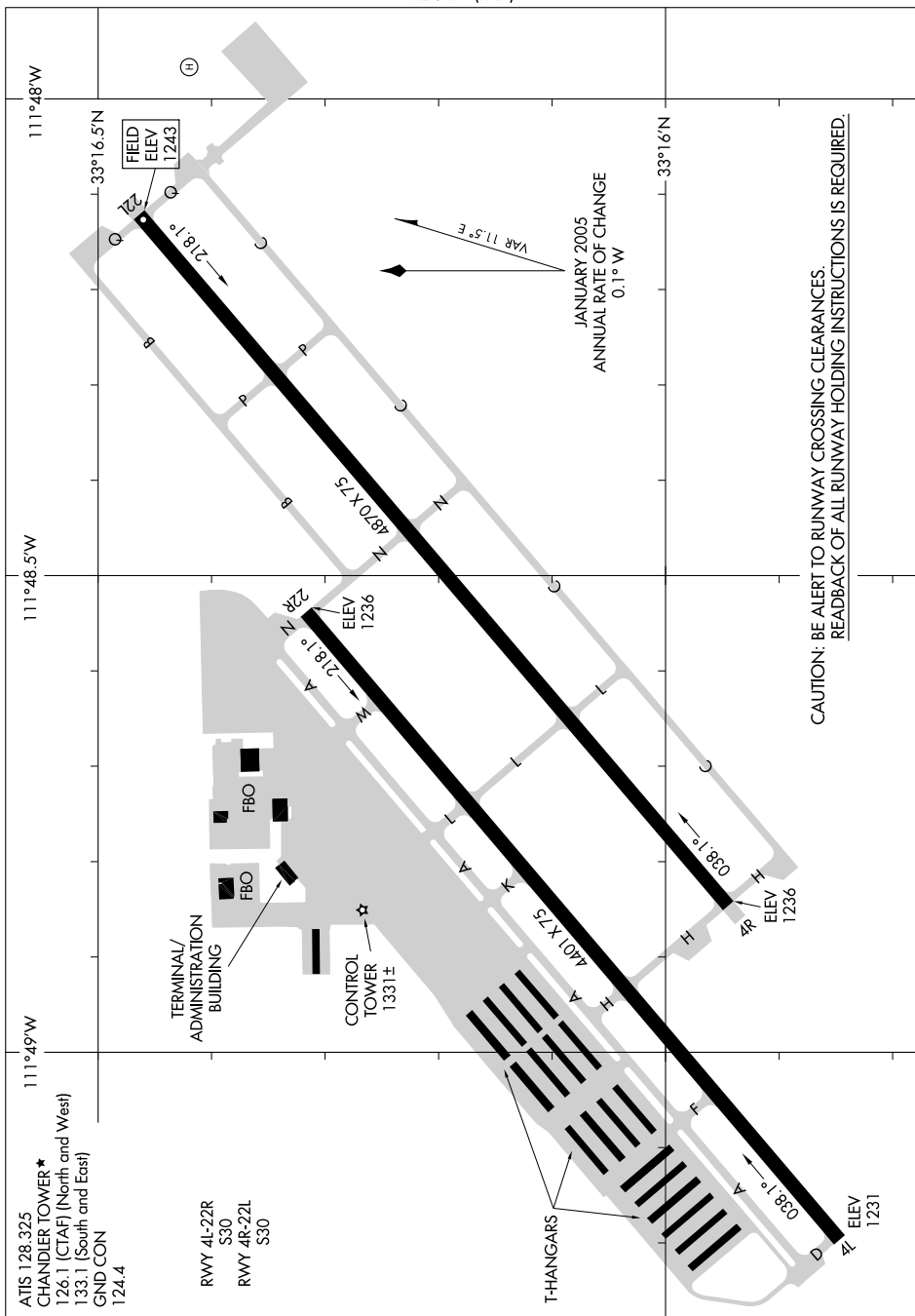
CATEGORY	A	B	C	D
S-5	1960-½	504 (500-½)	NA	
CIRCLING	1960-1	498 (500-1)	NA	



AIRPORT DIAGRAM

AL-6494 (FAA)

CHANDLER TOWER (CHD)
CHANDLER, ARIZONA

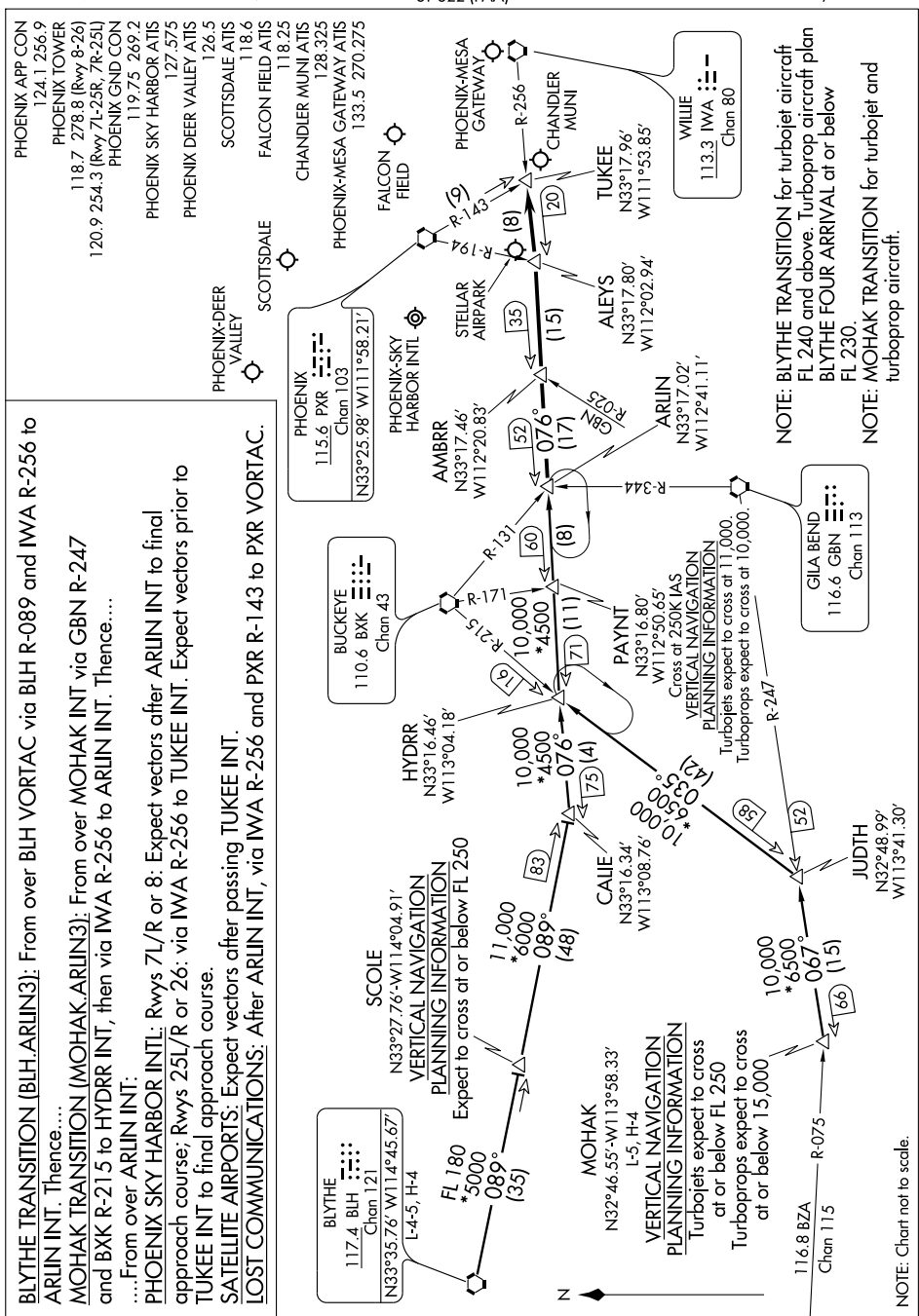


SW-4, 17 DEC 2009 to 14 JAN 2010

ARLIN THREE ARRIVAL

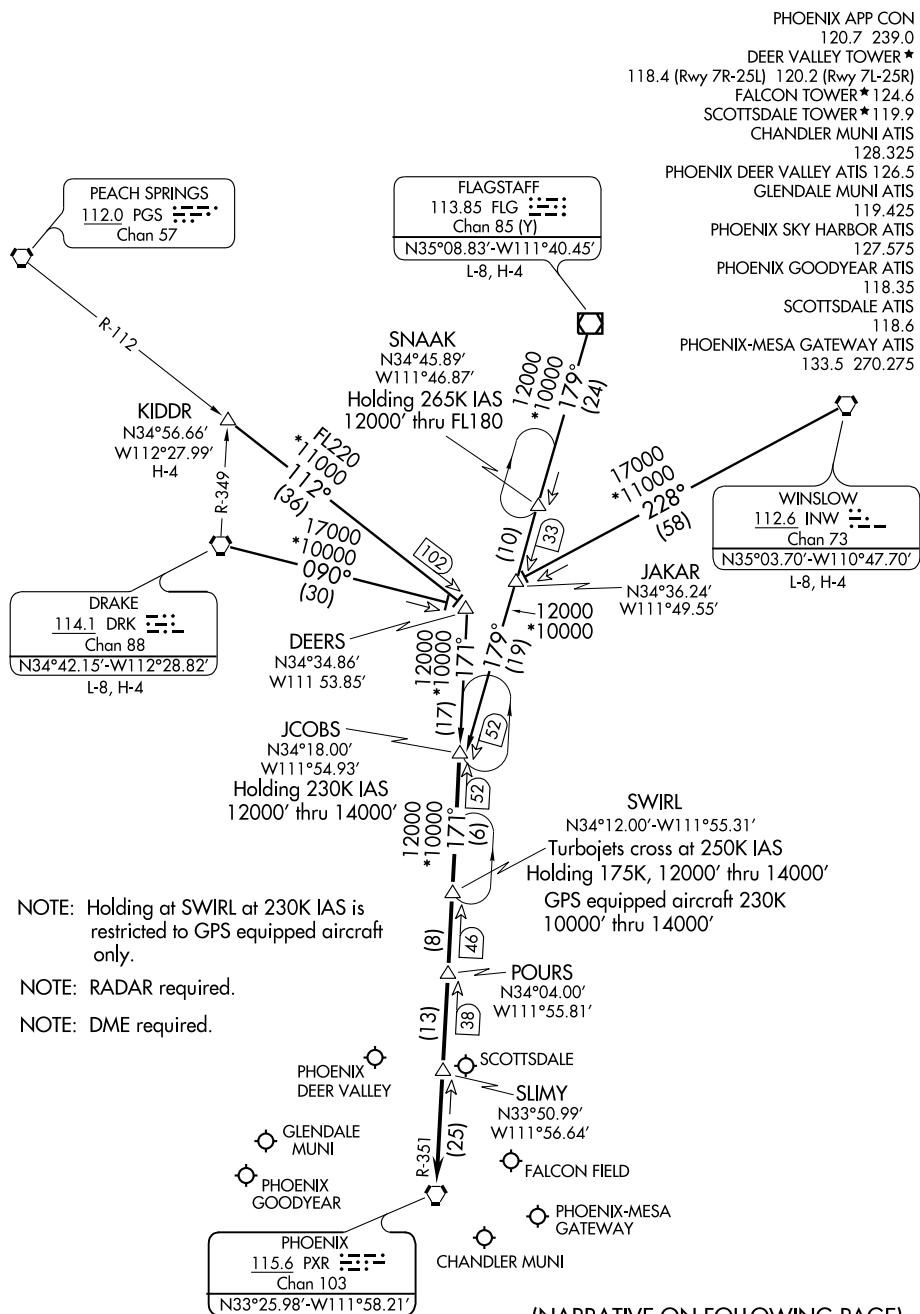
ST-322 (FAA)

PHOENIX, ARIZONA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

NDB RWY 4R
CHANDLER MUNI (CHD)

NDB	CHD	APP CRS	Rwy Idg	4870
407		050°	TDZE	1239
			Apt Elev	1243

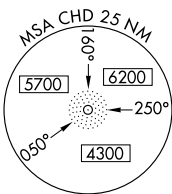
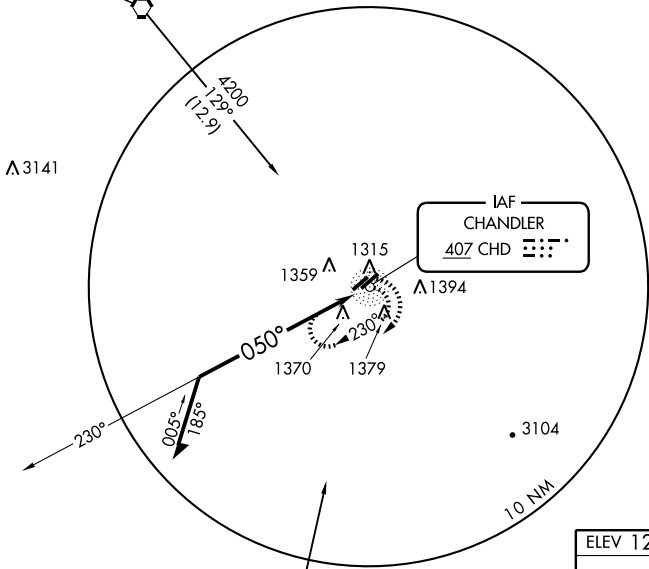
When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 3000 in CHD holding pattern.

ATIS	PHOENIX APP CON	CHANDLER TOWER*	GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) 133.1 (North and West) (South and East)	124.4	122.95

PHOENIX
115.6 PXR
Chan 103

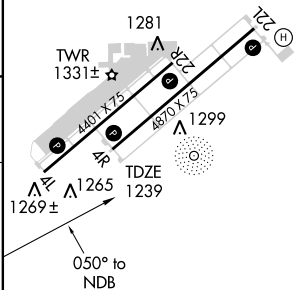
Λ 2728 • 3312 • 3381



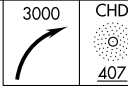
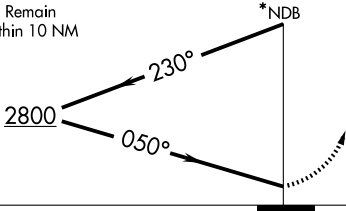
STANFIELD
114.8 TFD
Chan 95

4600
001°
(23.4)

ELEV 1243



Remain
within 10 NM



* Maintain 3400 or above
until established outbound
for procedure turn.

CATEGORY	A	B	C	D
S-4R	1780-1 541 (600-1)		1780-1½ 541 (600-1½)	NA
CIRCLING	1780-1 538 (600-1)		1780-1½ 538 (600-1½)	NA

REIL Rwy 4R and 22L
MIRL Rwy 4L-22R and 4R-22L

RNAV (GPS) RWY 4R
CHANDLER MUNI (CHD)

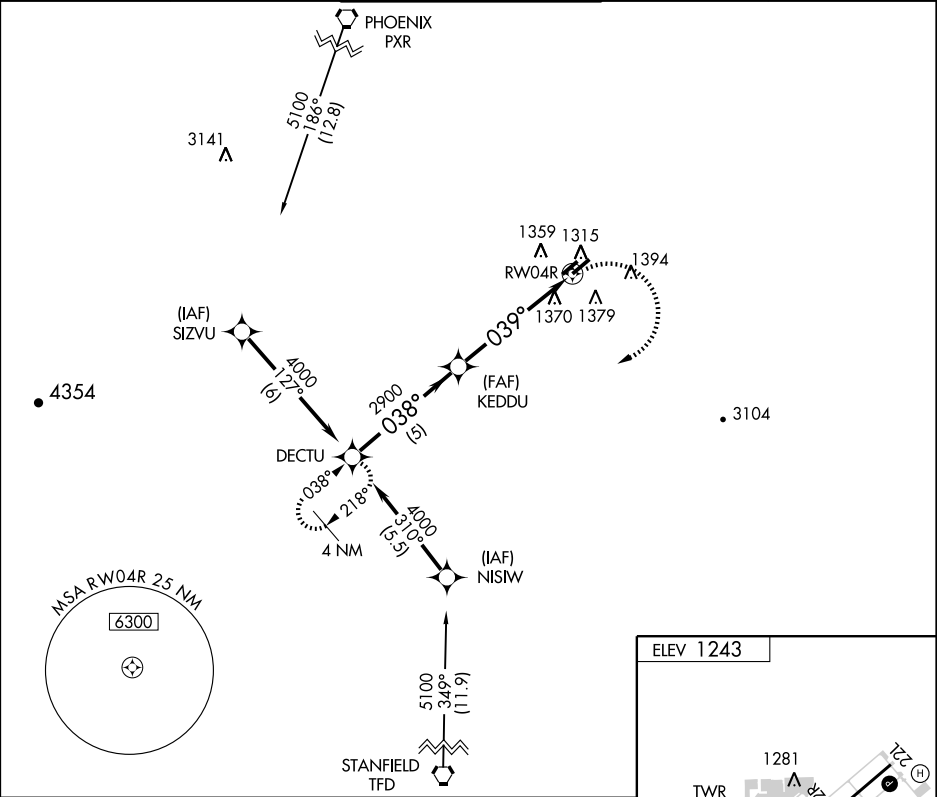
APP CRS	Rwy Idg	4870
039°	TDZE	1240
	Apt Elev	1243

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA When VGSI inoperative, circling to Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct to DECTU WP and hold.

ATIS 128.325	PHOENIX APP CON 123.7 363.0	CHANDLER TOWER ★ 126.1 (CTAF) 0 133.1 (North and West) (South and East)	GND CON 124.4	UNICOM 122.95
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Procedure Turn NA

DECTU

4000

038°

KEDDU

2900

2.90°

TCH 37

039°

1.3 NM to RW04R

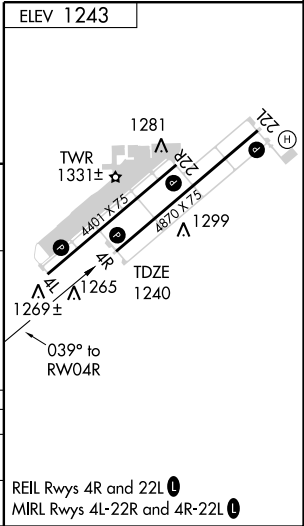
RW04R

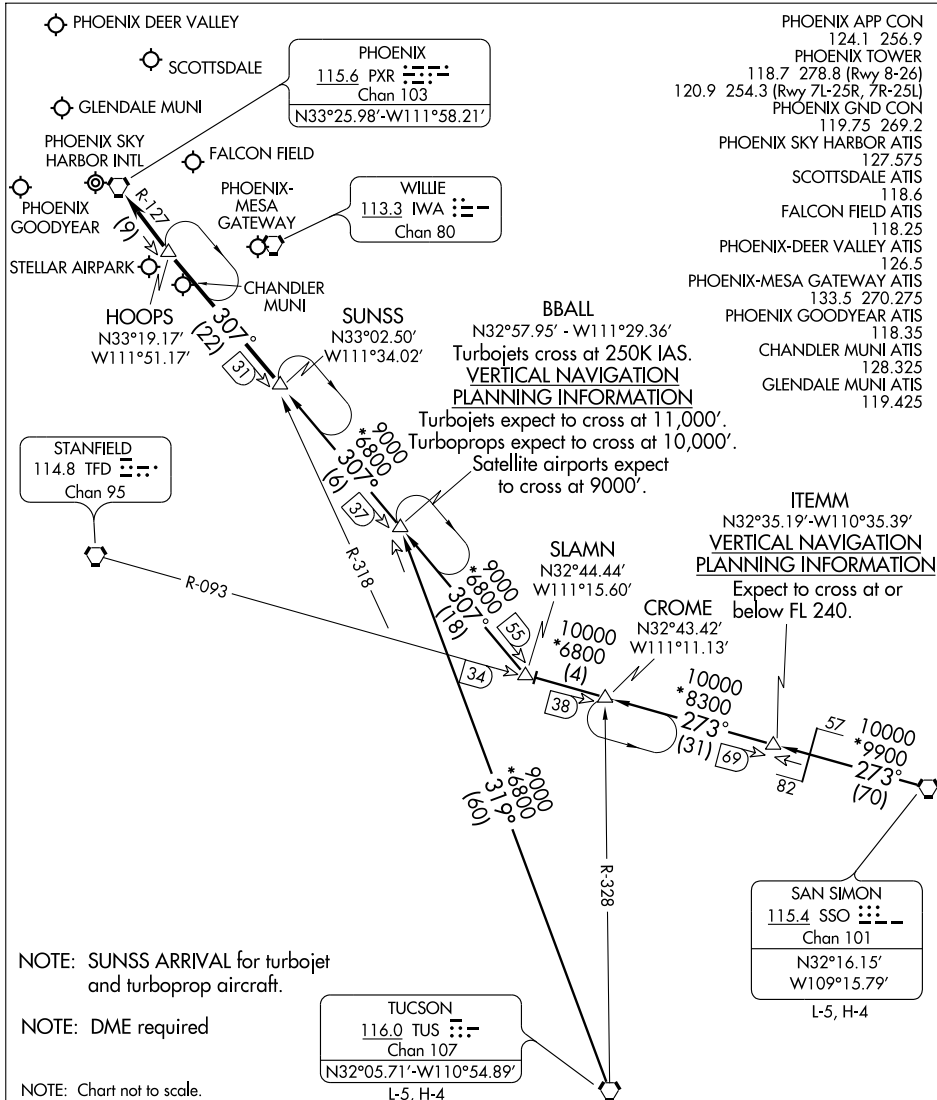
5 NM

4 NM

1.3

CATEGORY	A	B	C	D
LNAV MDA	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SW-4 17 DEC 2009 to 14 JAN 2010

VORTAC IWA 113.3 Chan 80	APP CRS 062°	Rwy Idg TDZE Apt Elev 4870 1240 1243
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When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

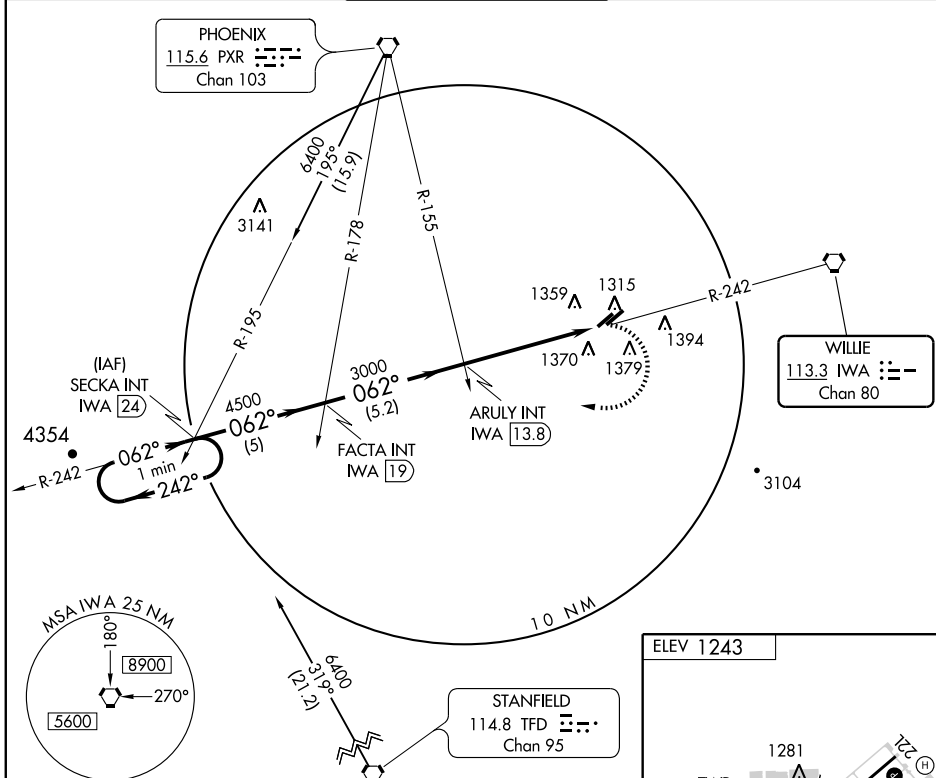
ATIS
128.325

PHOENIX APP CON
123.7 363.0

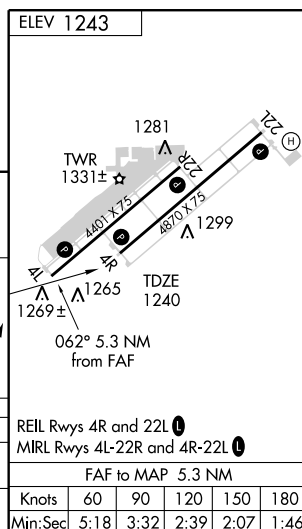
CHANDLER TOWER★
126.1 (CTAF) 0 133.1
(North and West) (South and East)

GND CON
124.4

UNICOM
122.95



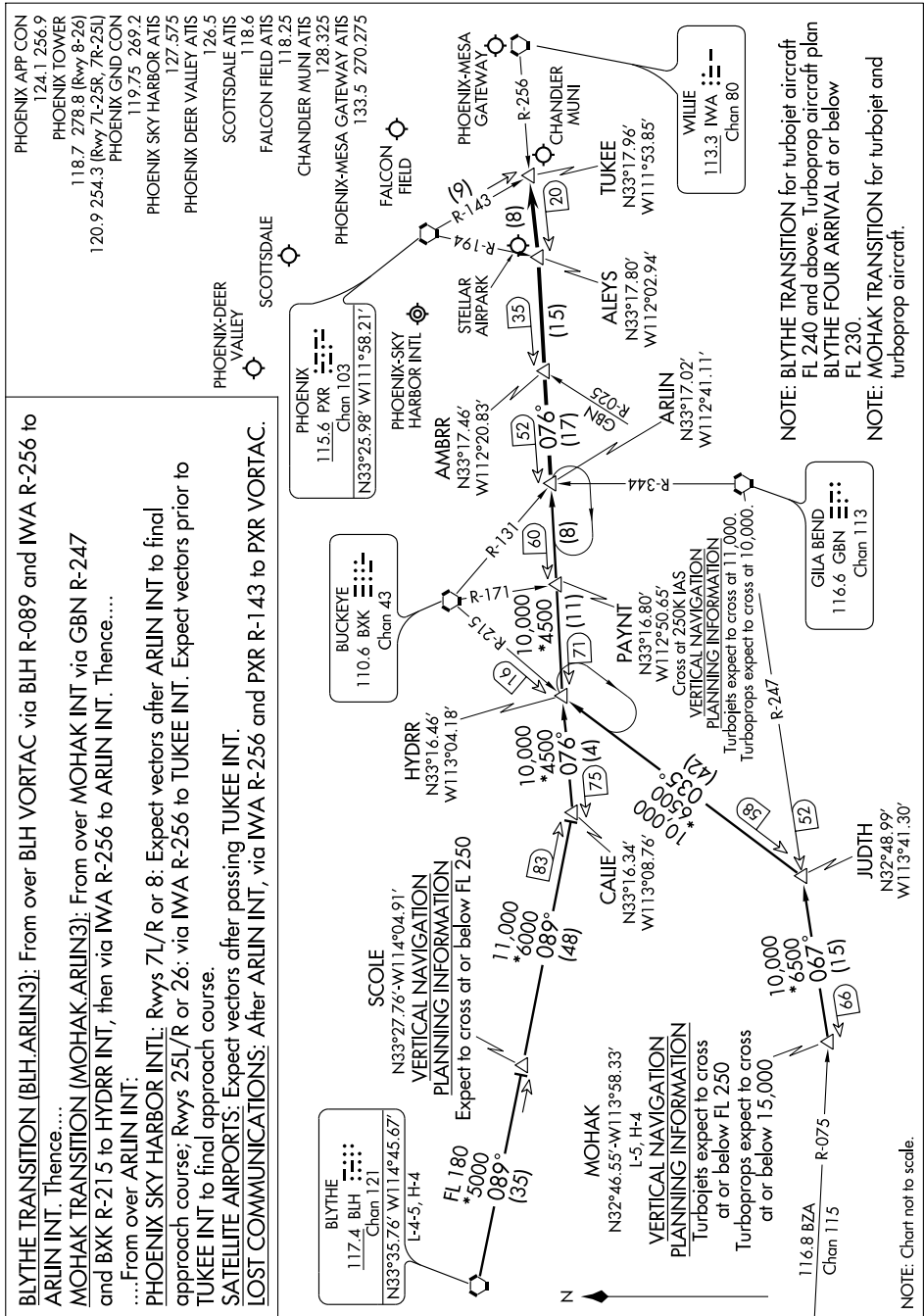
CATEGORY	SECKA INT IWA [24]		FACTA INT IWA [19]		ARULY INT IWA [13.8]		SECKA INT	
	One Minute Holding Pattern							
	6400 ← 242°		062° →		062° →		062° →	
S-4R	1680-1	440 (500-1)			1680-1¼ 440 (500-1¼)		NA	
CIRCLING	1720-1	477 (500-1)			1720-1½ 477 (500-1½)		NA	

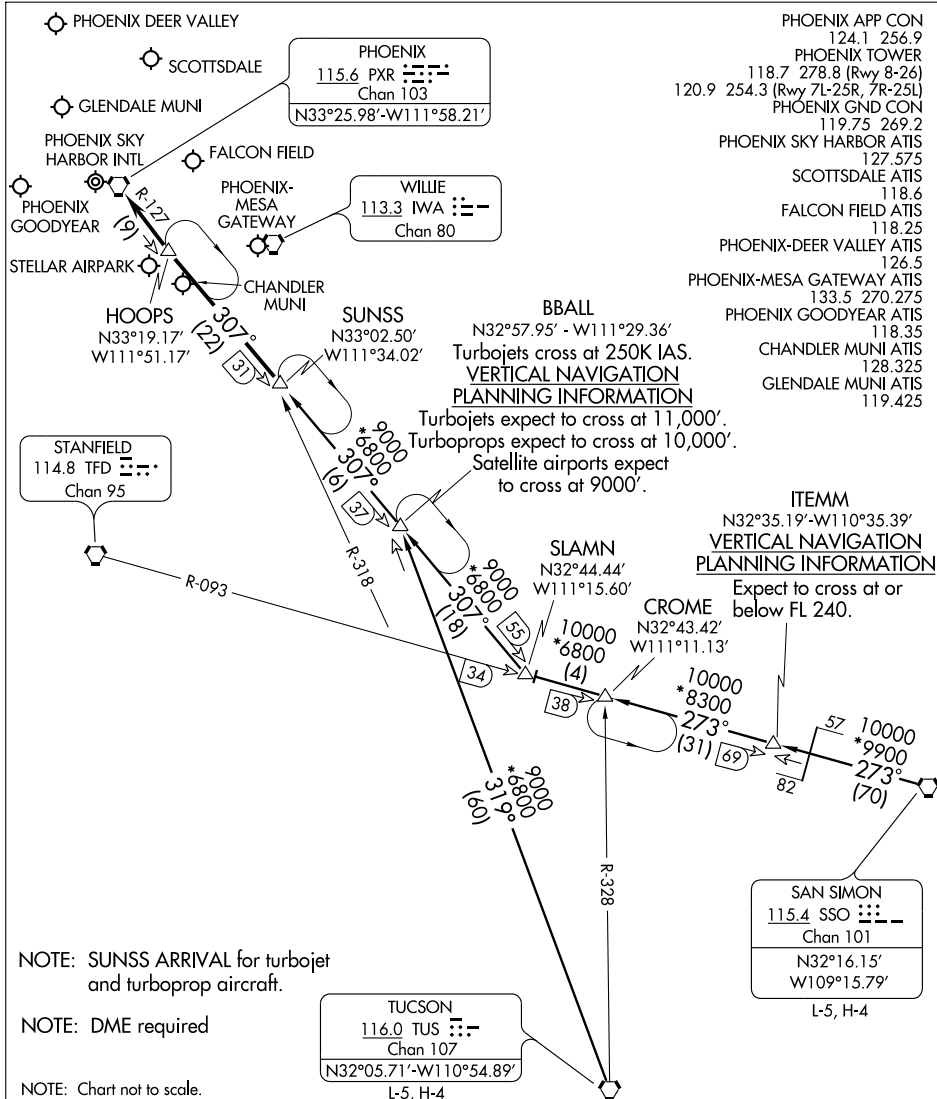


ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

▼

▲ NA

Use Phoenix Sky Harbor Intl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON

123.7 363.0

CTAF

122.9 0

PHOENIX
115.6 PXR
Chan 103

10 NM

1240±
1255± (MARGB)

1224±

1212

3913 x 60

3900 NoPT

JAROD INT PXR 16.9

CLAUD INT PXR 11.8

STANFIELD IAF 114.8 TFD Chan 95

MSA PXR 25 NM

6100
5600
4200

ELEV 1180

Rwy 35 Idg 3705'

1212

3913 x 60

3900 NoPT

330° 3 NM from FAF

1224±

MIRL Rwy 17-35

REIL Rwy 17-35

3900

JAROD INT PXR 16.9

CLAUD INT PXR 11.8

330°

3900

150°

330°

3 NM

5.1 NM

FAF to MAP 3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1600-1 420 (500-1)	1640-1 460 (500-1)	1640-1½ 460 (500-1½)	NA
Min:Sec	3:00	2:00	1:30	1:12	1:00					

SW-4, 17 DEC 2009 to 14 JAN 2010

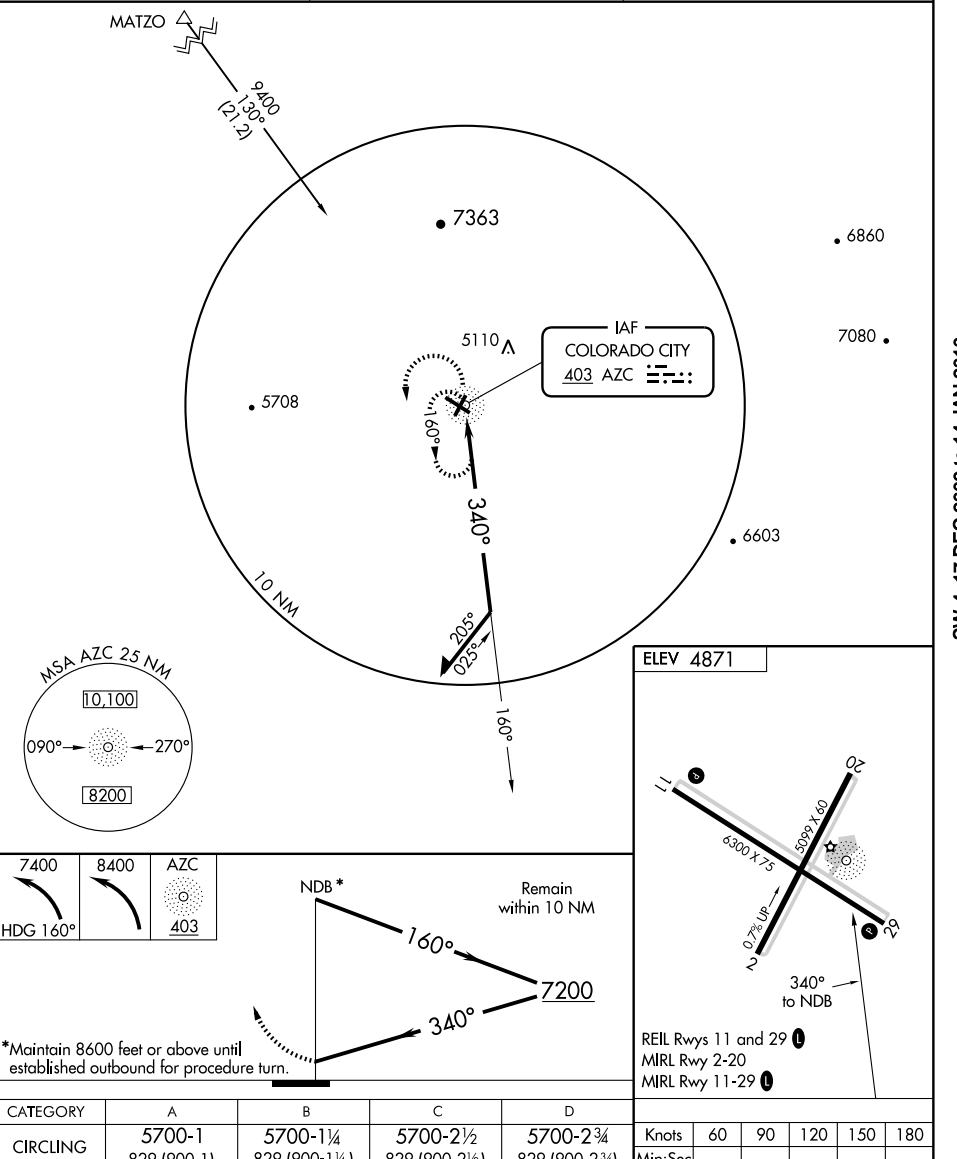
▼

▲ NA

When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 7400 via heading 160°, then climbing left turn to 8400 direct AZC NDB and hold.

AWOS-3 118,375	LOS ANGELES CENTER 124.2 343.6	UNICOM 122.7 (CTAF) 0
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SW-4, 17 DEC 2009 to 14 JAN 2010

APP CRS
228°

Rwy Idg	5528
TDZE	1574
Apt Elev	1574

GPS RWY 23
COOLIDGE MUNI (P08)



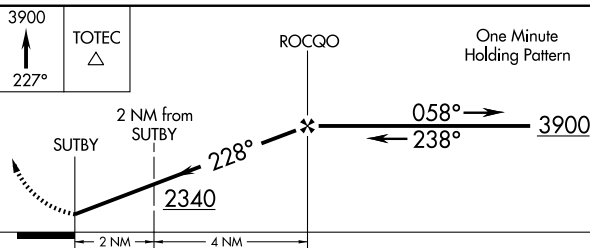
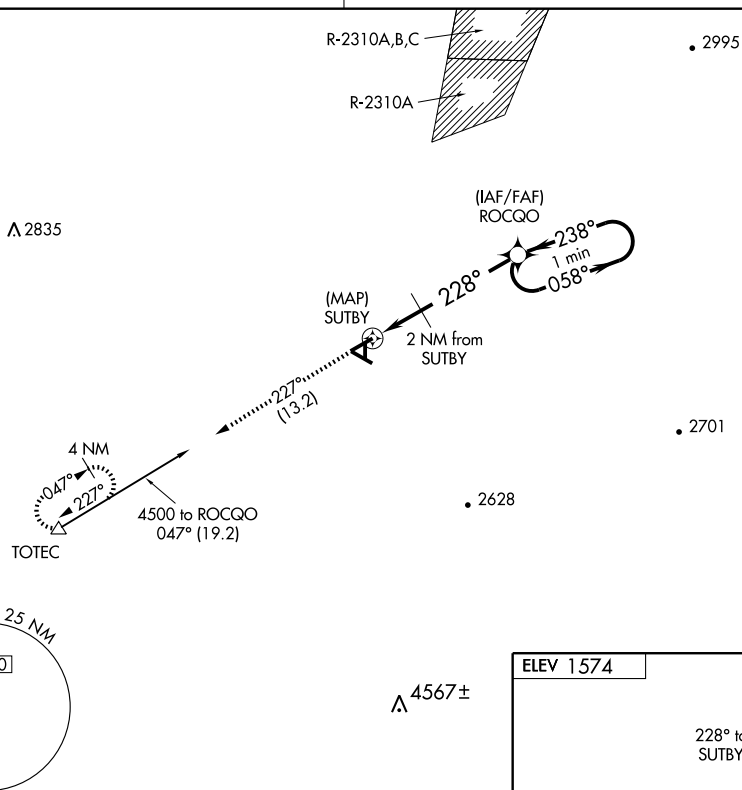
ANA

Use Casa Grande Muni altimeter setting.

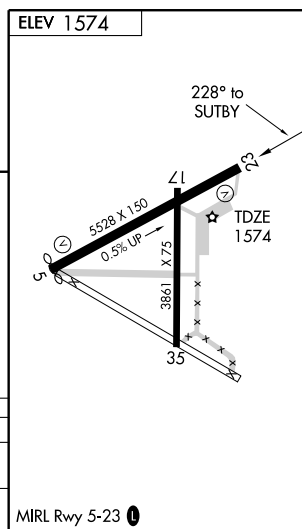
MISSED APPROACH: Climb to 3900 via 227° course to TOTEC and hold.

ALBUQUERQUE CENTER
125.4 269.3

UNICOM
123.075 (CTAF) **L**



CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	

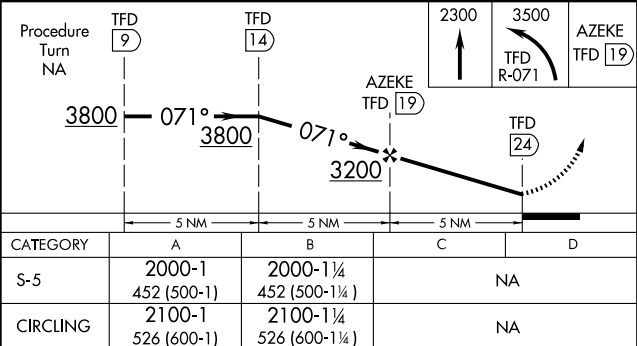
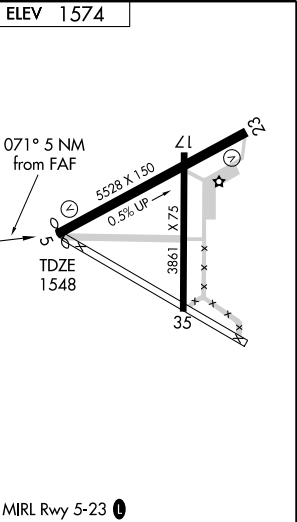
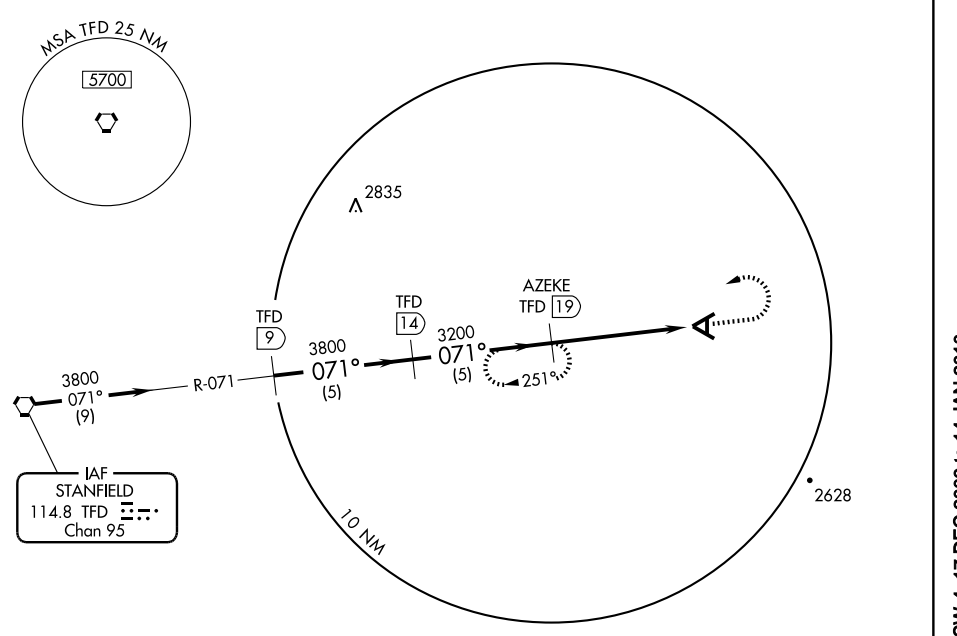


VORTAC TFD	APP CRS	Rwy Idg	5478
114.8	071°	TDZE	1548
Chan 95		Apt Elev	1574

VOR/DME RWY 5

COOLIDGE MUNI (P08)

<div><div>▼</div><div>NA</div></div> <div>Use Casa Grande Muni altimeter setting.</div>	MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.
ALBUQUERQUE CENTER 125.4 269.3	UNICOM 123.075 (CTAF) 0



VORTAC DUG 108.8 Chan 25	APP CRS 140°	Rwy Idg 7311 TDZE 4123 Apt Elev 4151
--	------------------------	---

VOR/DME or GPS RWY 17

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)

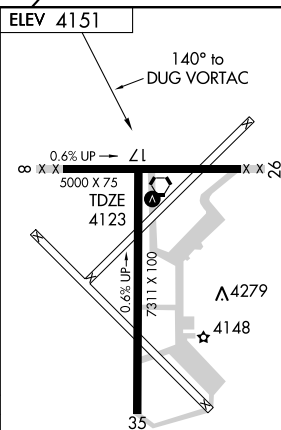
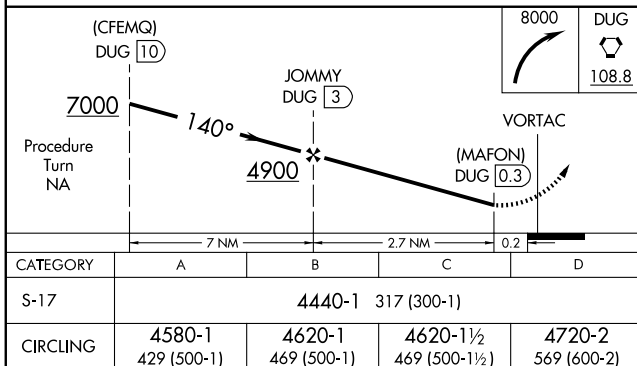
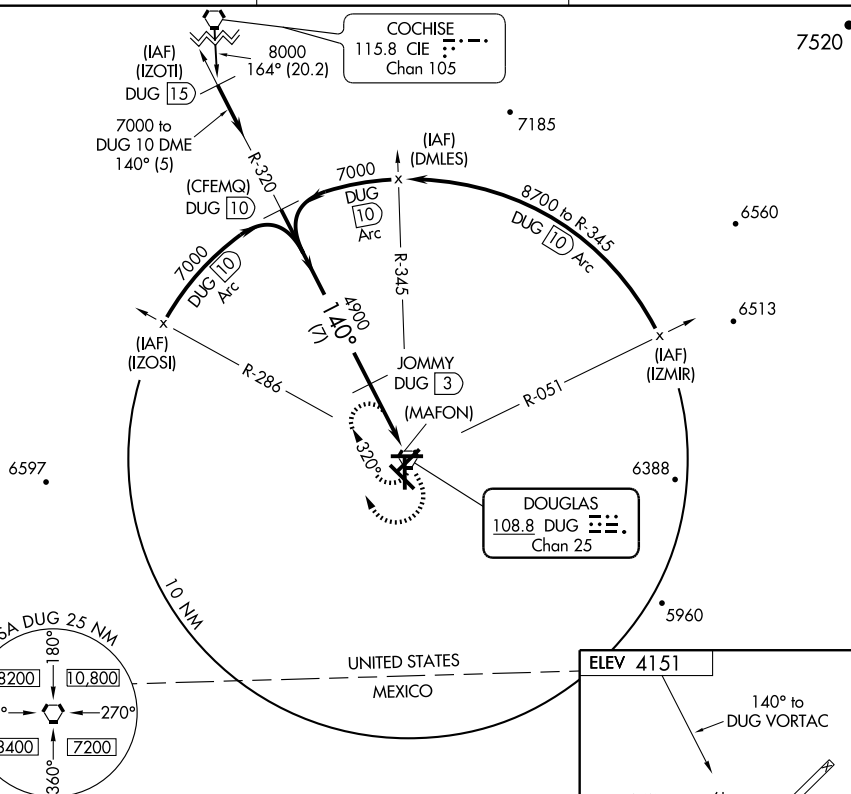


MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS
119.275

PRESCOTT RADIO
122.6

UNICOM
123.0 (CTAF) **L**



VOR RWY 17

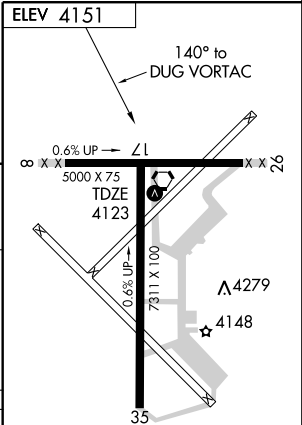
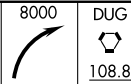
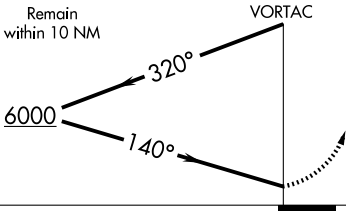
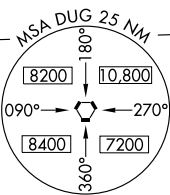
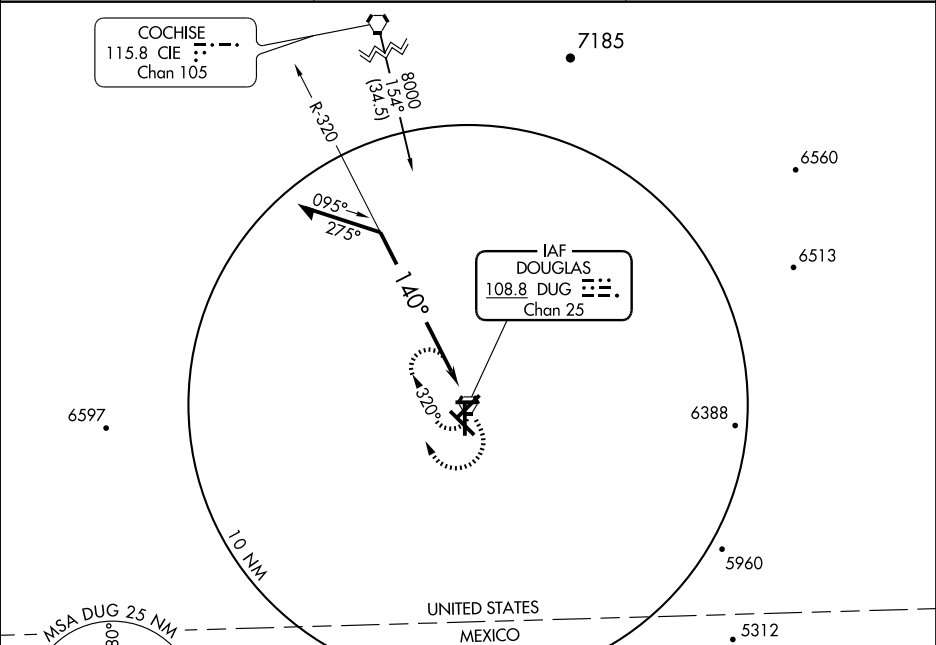
VORTAC DUG 108.8 Chan 25	APP CRS 140°	Rwy Idg TDZE Apt Elev	7311 4123 4151
--	------------------------	-----------------------------	---

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)



MISSED APPROACH: Climbing right turn to 8000
in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	4580-1	457 (500-1)	4580-1½ 457 (500-1½)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

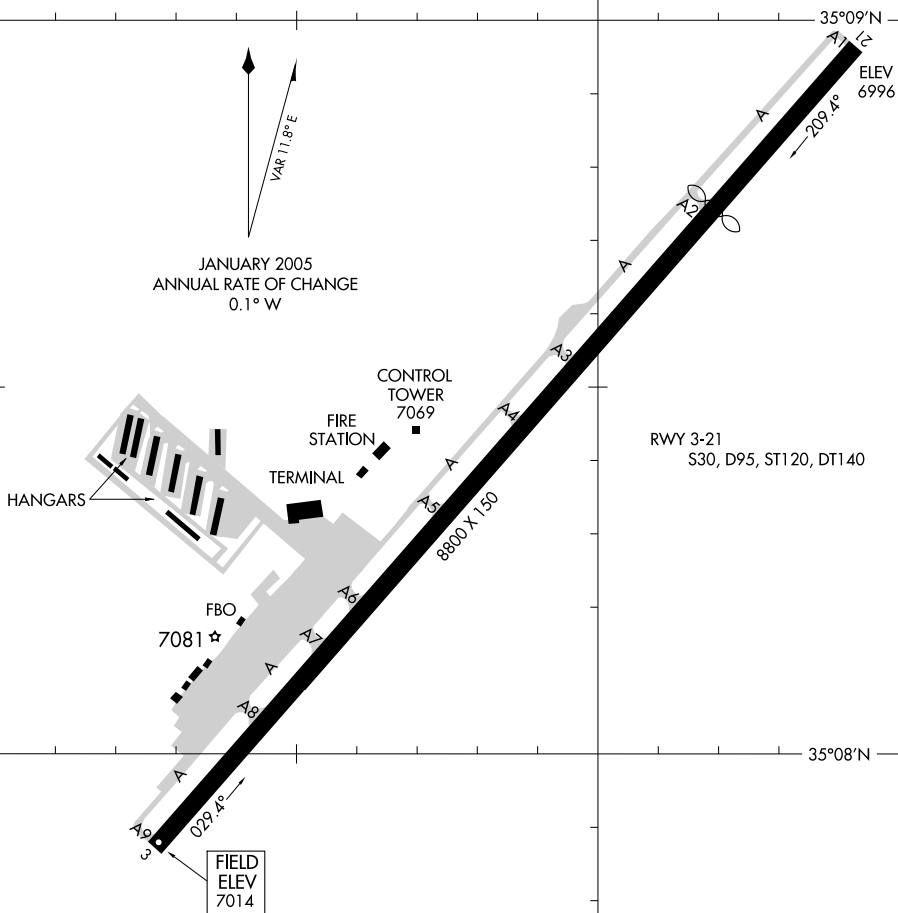
AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA

ATIS
 125.8
 FLAGSTAFF TOWER ★
 134.55 226.3
 GND CON
 121.9

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 17 DEC 2009 to 14 JAN 2010

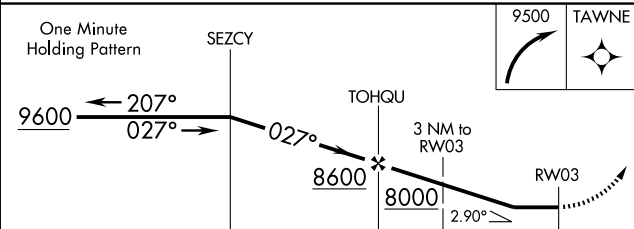
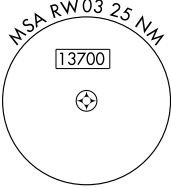
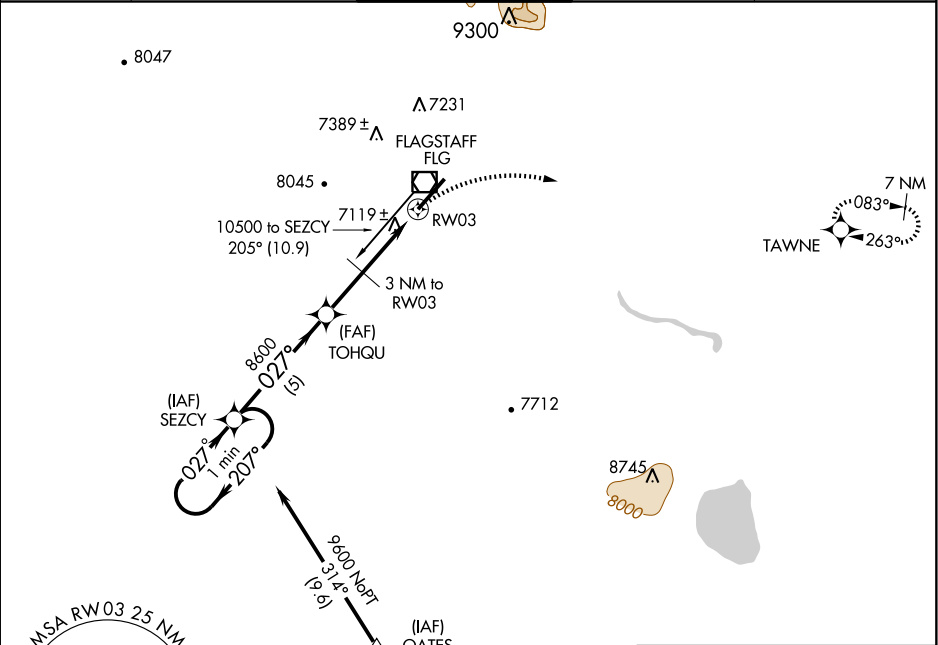
APP CRS 027°	Rwy Idg TDZE Apt Elev	8800 7011 7011
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GPS RWY 3

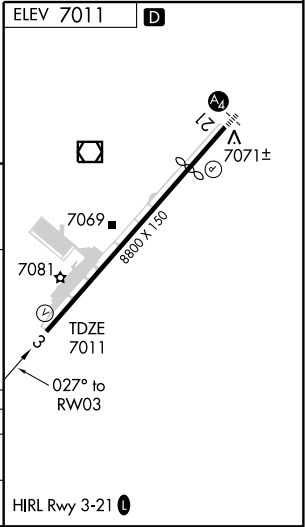
FLAGSTAFF PULLIAM (FLG)

NA	MISSED APPROACH: Climbing right turn to 9500 direct TAWNE and hold.
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-3	7380-1 369 (400-1)			7380-1¼ 369 (400-1¼)
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1¼ 609 (700-1¼)	7640-2 629 (700-2)



LOC I-FLG 110.5	APP CRS 210°	Rwy Idg TDZE Apt Elev	7000 7000 7011
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ILS or LOC/DME RWY 21

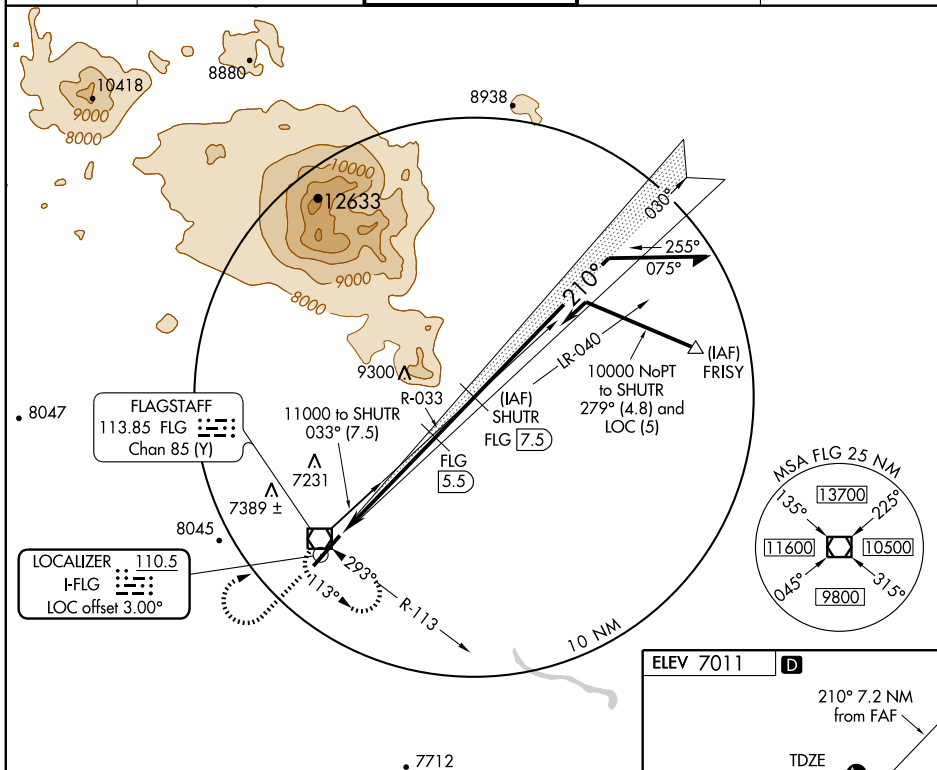
FLAGSTAFF PULLIAM (FLG)

- T** DME from FLG VOR/DME. Simultaneous reception of I-FLG
A and FLG DME required.
Auto coupled approach not authorized below 7640 feet MSL.

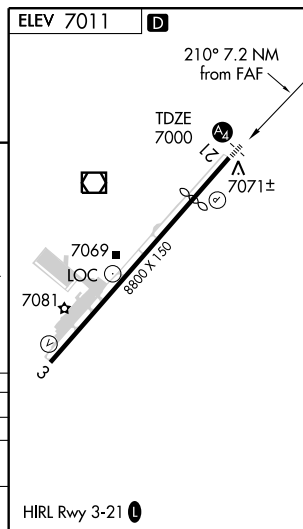
MALS
-III-
A₄

MISSED APPROACH: Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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[illegible]

CATEGORY	A	B	C	D
S-ILS 21	7250-½ 250 (300-½)			
S-LOC 21	7480-½ 480 (500-½)	7480-¾ 480 (500-¾)	7480-1 480 (500-1)	
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1 ¾ 609 (700-1¾)	7640-2 629 (700-2)



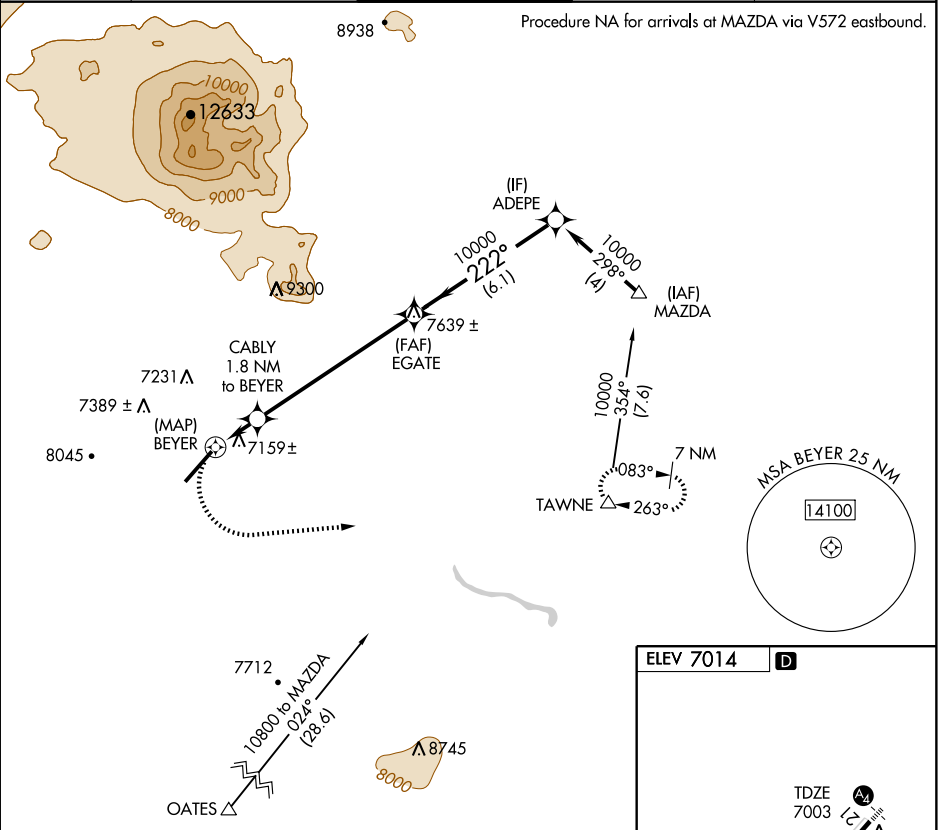
APP CRS	Rwy Idg	7000
222°	TDZE	7003
	Apt Elev	7014

RNAV (GPS) Y RWY 21

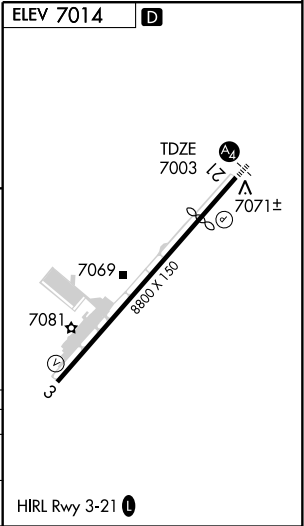
FLAGSTAFF PULLIAM (FLG)

<p>▼ When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climbing left turn to 10500 direct TAWNE and hold, continue climb-in-hold to 10500.</p>
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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10500	TAWNE			
		CABLY 1.8 NM to BEYER	EGATE	ADEPE Procedure Turn NA
	BEYER	7800	10000	10000
	≤ 3.10° TCH 51			
	0.4	1.8 NM	6.8 NM	6.1 NM
CATEGORY	A	B	C	D
LNAV MDA	7420-1	417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



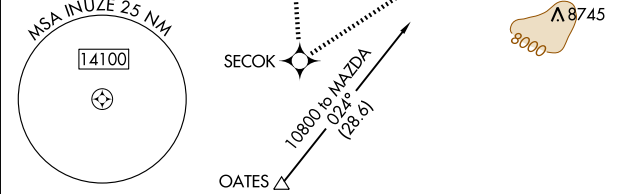
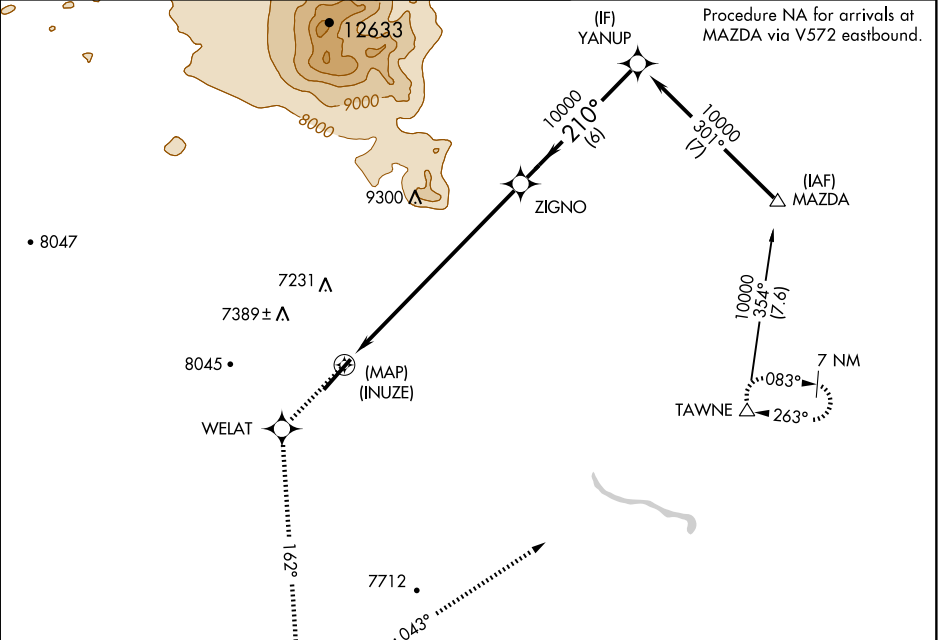
WAAS CH 65711 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	7000 7003 7014
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

RNAV (GPS) Z RWY 21

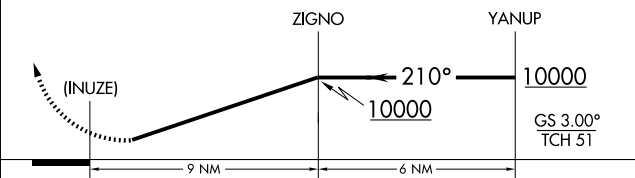
FLAGSTAFF PULLIAM (FLG)

 When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.	MAIS 	MISSED APPROACH: Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.
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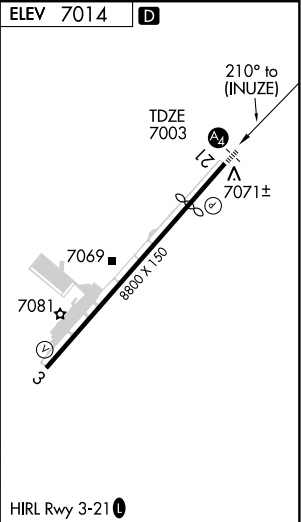
ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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10500	WELAT	162° trk	SECOK	043° trk	TAWNE
					



CATEGORY	A	B	C	D
LPV DA	7303-1 300 (300-1)			

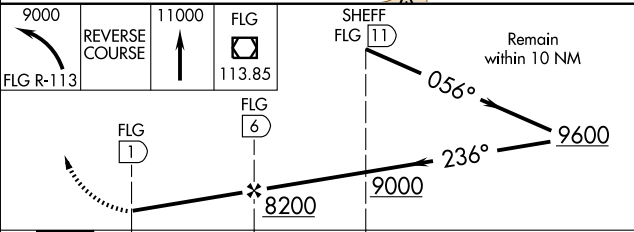
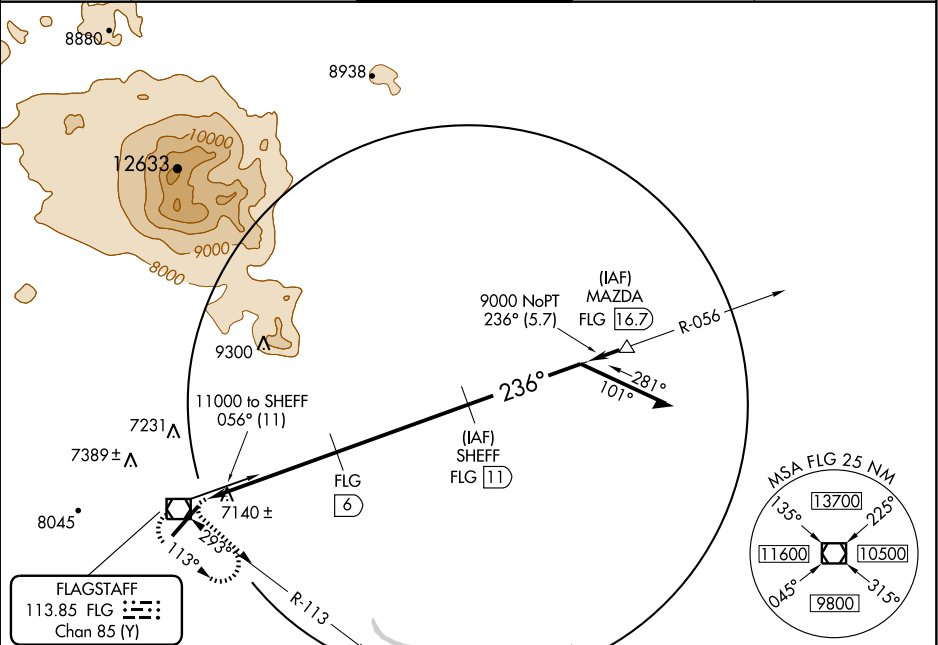


VOR/DME FLG	APP CRS	Rwy Idg	7000
113.85	236°	TDZE	7000
Chan 85 (Y)		Apt Elev	7011

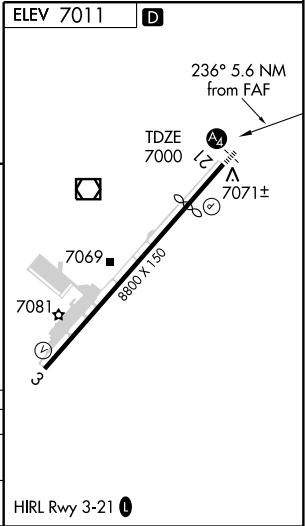
VOR/DME RWY 21
FLAGSTAFF PULLIAM (FLG)

<div><div>▼</div><div>Inoperative table does not apply.</div></div>	<div><div>MALS</div><div></div></div>	MISSED APPROACH: Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-21	7800-1 800 (800-1)	7800-1¼ 800 (800-1¼)	7800-2¼ 800 (800-2¼)	7800-2½ 800 (800-2½)
CIRCLING	7800-1 789 (800-1)	7800-1¼ 789 (800-1¼)	7800-2 ¼ 789 (800-2¼)	7800-2 ½ 789 (800-2½)



HIRL Rwy 3-21 0

VOR/DME FLG 113.85 Chan 85 (Y)	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 7011
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VOR or GPS-A
FLAGSTAFF PULLIAM (FLG)



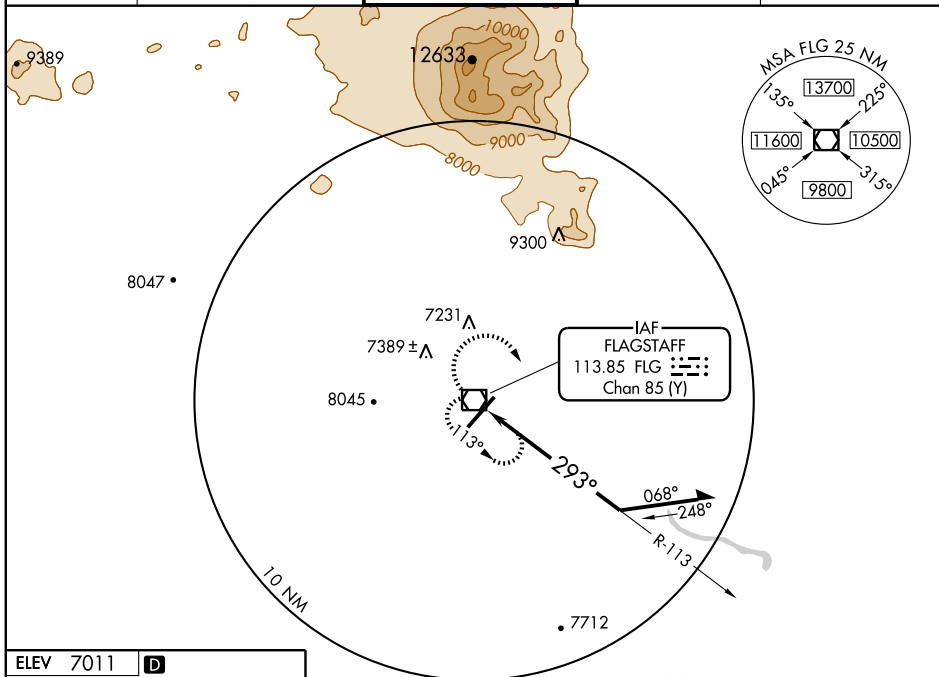
MISSED APPROACH: Climbing right turn to 9000 via FLG R-113 reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS
125.8

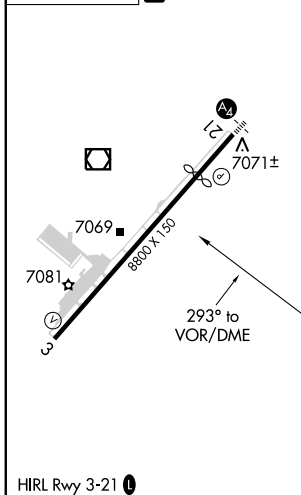
ALBUQUERQUE CENTER
124.5 306.2




FLAGSTAFF TOWER ★
134.55 (CTAF) **L** 226.3

GND CON
121.9

UNICOM
122.95

ELEV	7011	D
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9000  FLG R-113	REVERSE COURSE	11000 	FLG  113.85
--	-------------------	--	--

VOR/DME*

Remain
within 10 NM

* Maintain 11000 until established
outbound to procedure turn.

CATEGORY

A	B
7700-1	688 (700-1)

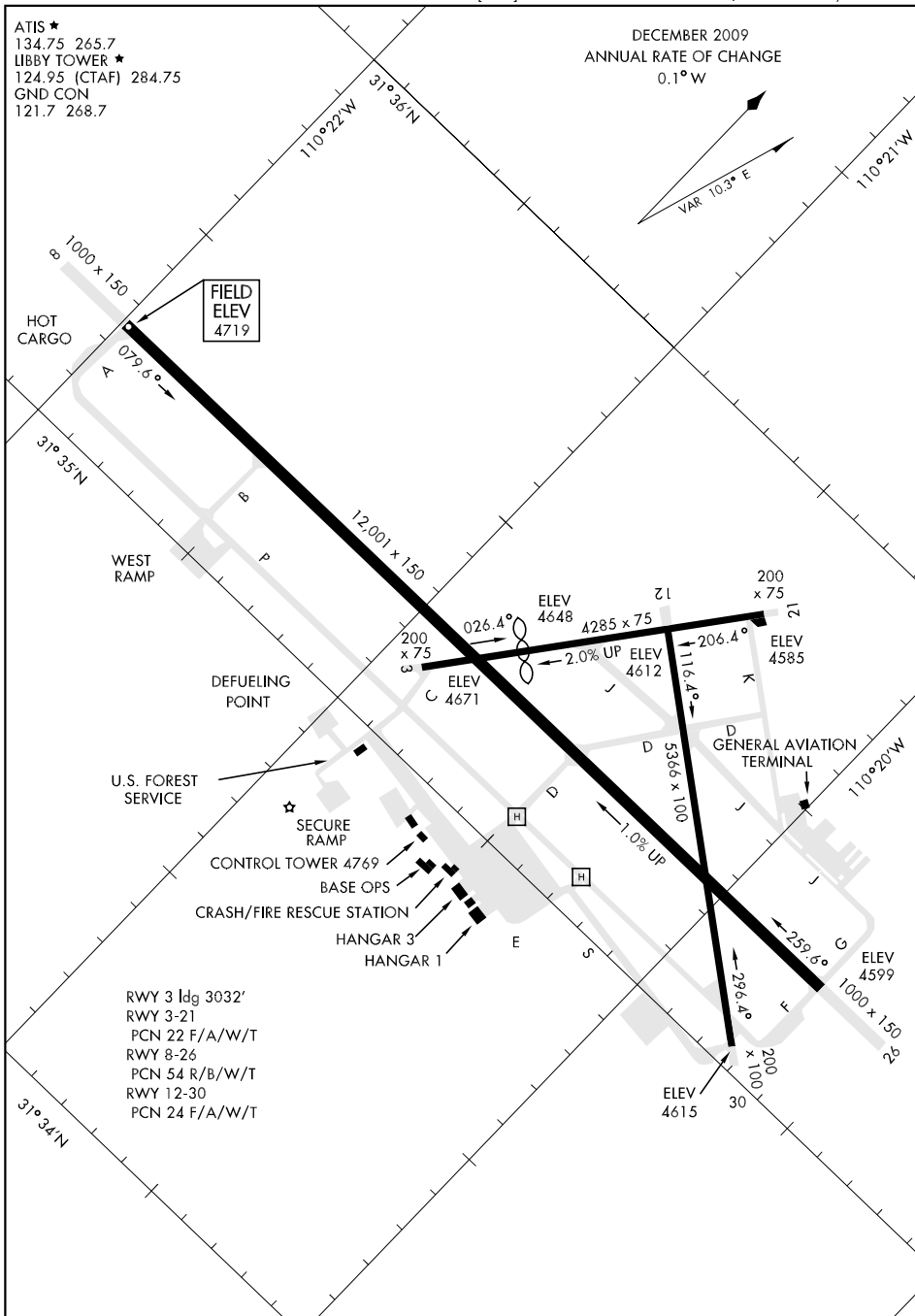
C
7700-2
688 (700-2)

D
7700-21
688 (700-21)

ATIS ★
134.75 265.7
LIBBY TOWER ★
124.95 (CTAF) 284.75
GND CON
121.7 268.7

DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1° W

SW-4, 17 DEC 2009 to 14 JAN 2010



LOC I-FHU	APP CRS	Rwy Idg	12001
109.9	257°	TDZE	4629
		Apt Elev	4719

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ILS or LOC RWY 26



Circling not authorized south of Rwy 8 and 30.

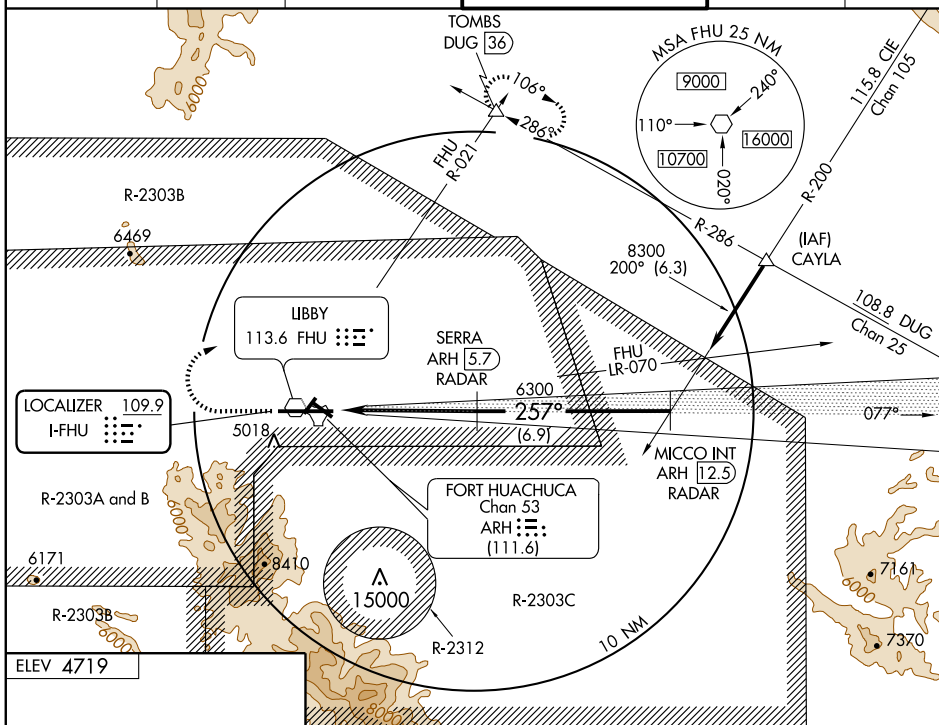
MISSED APPROACH: Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold.

ASR/PAR

ATIS
134.75 265.7

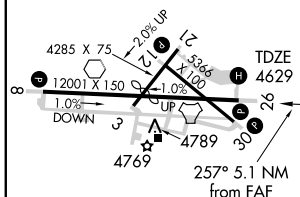
ASOS
119.675LIBBY AAF GCA★
127.05 254.35LIBBY TOWER★
124.95 (CTAF) 284.75

GND CON
121.7 268.7

UNICOM
122.95

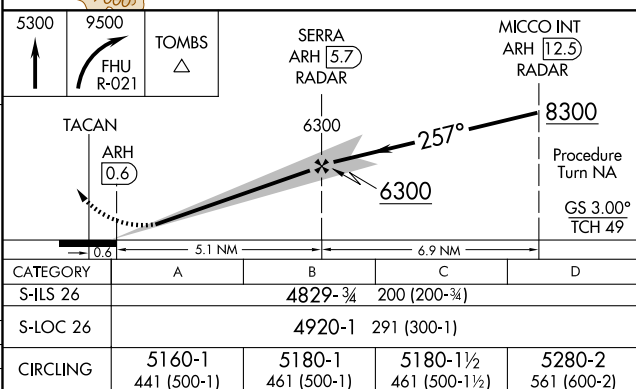
SW-4. 17 DEC 2009 to 14 JAN 2010

RADAR or DME REQUIRED

HIRL Rwy 8-26 **L**MIRL Rwy 3-21 and 12-30 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



MISSED APPROACH: Climbing right turn to 9500 via DAO NDB 018° bearing to TOMBS Int/DUG 36 DME and hold.

LIBBY TOWER★	GND CON	UNICOM
124.95 (CTAF) 284.75	121.7 268.7	122.95

UNICOM
122.95

HIRL Rwy 8-26 **L**
MIRL Rwys 3-21 and 12-30 **L**

APP CRS
077°

Rwy Idg
TDZE
Apt Elev
12001
4719
4719

RNAV (GPS) RWY 8

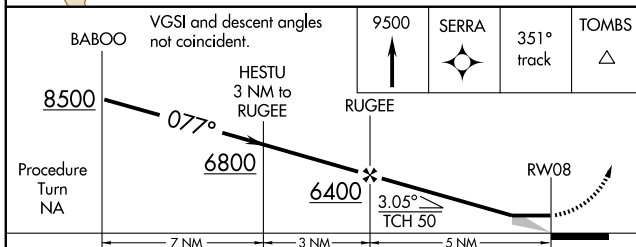
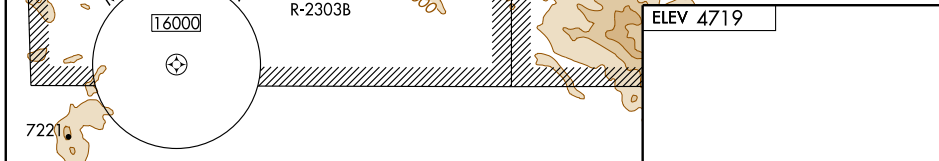
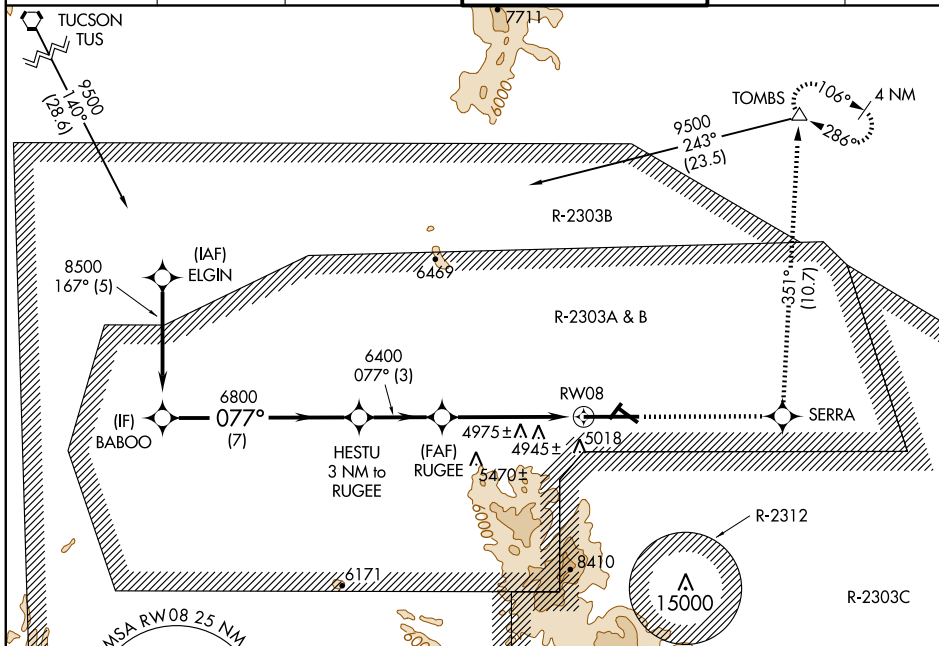
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ASR/PAW

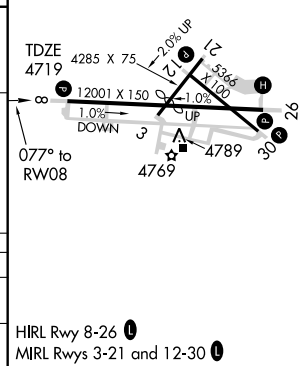
DME/DME RNP-0.3 NA.
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climb to 9500 direct SERRA and via 351° track to TOMBS and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA* 127.05 254.35	LIBBY TOWER* 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	
CIRCLING	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3 1201 (1300-3)	



APP CRS
257°

Rwy Idg
TDZE
Apt Elev

12001
4629
4719

RNAV (GPS) RWY 26

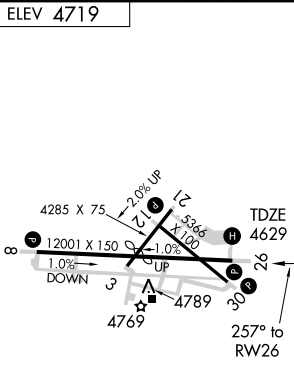
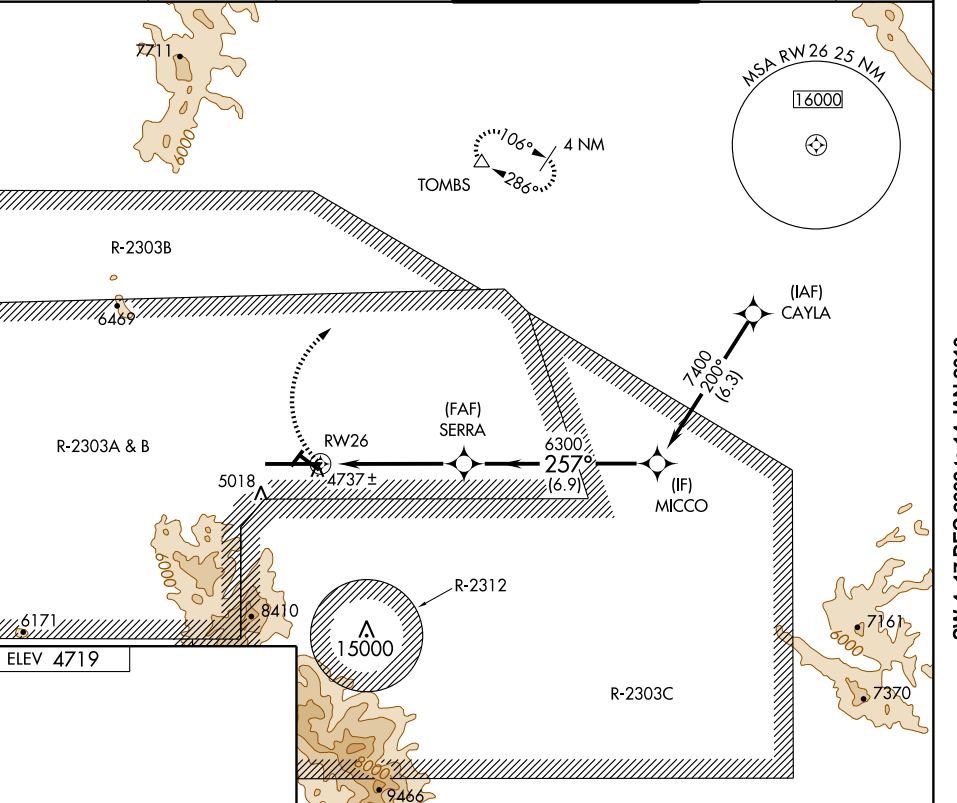
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FTHU)

ASR/PAR

DME/DME RNP-0.3 NA.
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA* 127.05 254.35	LIBBY TOWER* 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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	9500	TOMBS		
	1.2	3.9 NM	6.9 NM	
CATEGORY	A	B	C	D
LNAV MDA	5040-1	411 (400-1)	5040-1¼	411 (400-1¼)
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26

MIRL Rwy 3-21 and 12-30

TACAN ARH
Chan **53**

APCH CRS
081°

Rwy Idg **12,001**
TDZE **4719**
Arpt Elev **4719**

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

▼ * Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★
134.75 265.7

LIBBY AAF GCA
127.05 254.35

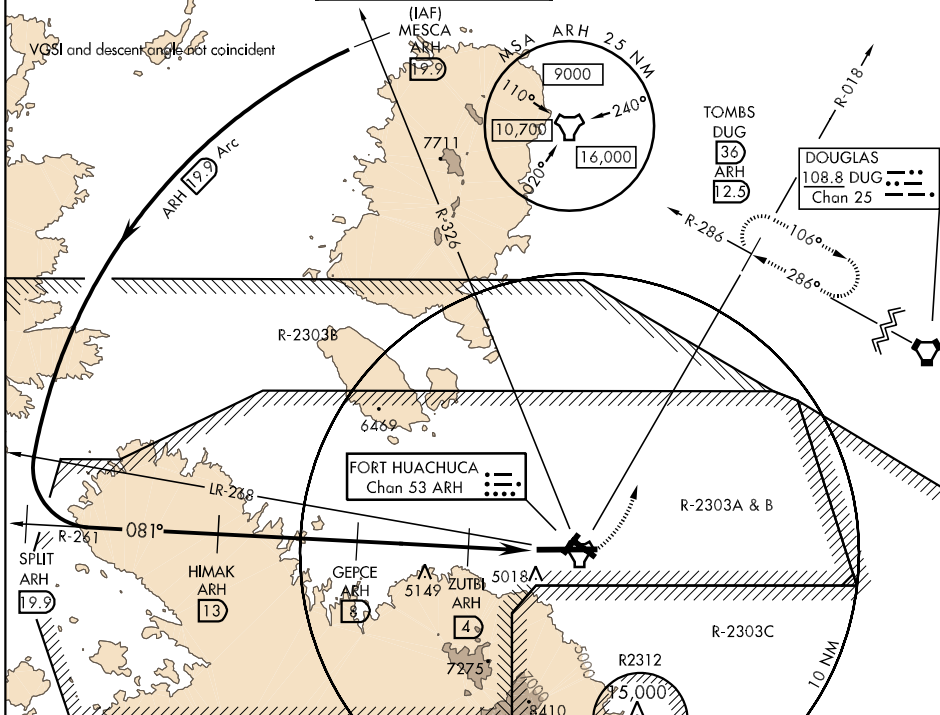
LIBBY TOWER ★
124.95 (CTAF) 0 284.75

GND CON
121.7 268.7

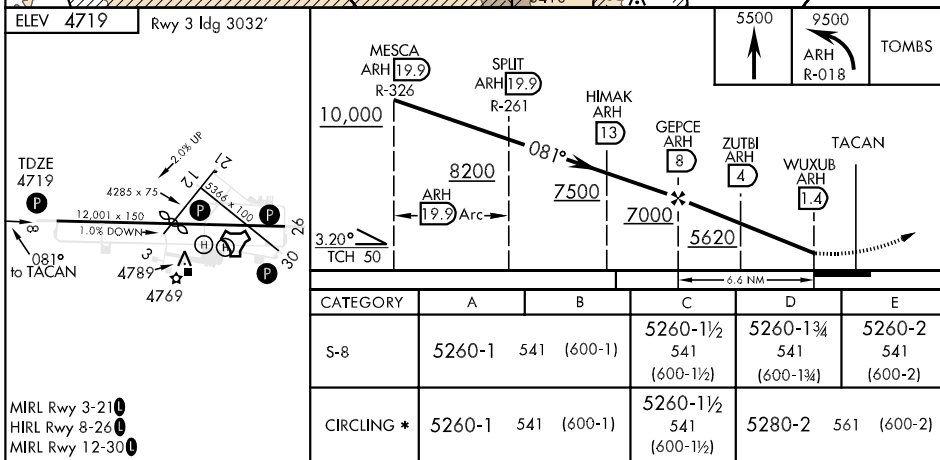
ASR/PAR

UNICOM
122.95

AWOS-3
119.675



SW-4, 17 DEC 2009 to 14 JAN 2010



FORT HUACHUCA/SIERRA VISTA, ARIZONA

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)

SIERRA VISTA MUNI-LIBBY AAF

TACAN ARH
Chan **53**

APCH CRS
251°

Rwy Idg **12,001**
TDZE **4629**
Arpt Elev **4719**

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

▼ * Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★ **134.75 265.7**

LIBBY AAF GCA **127.05 254.35**

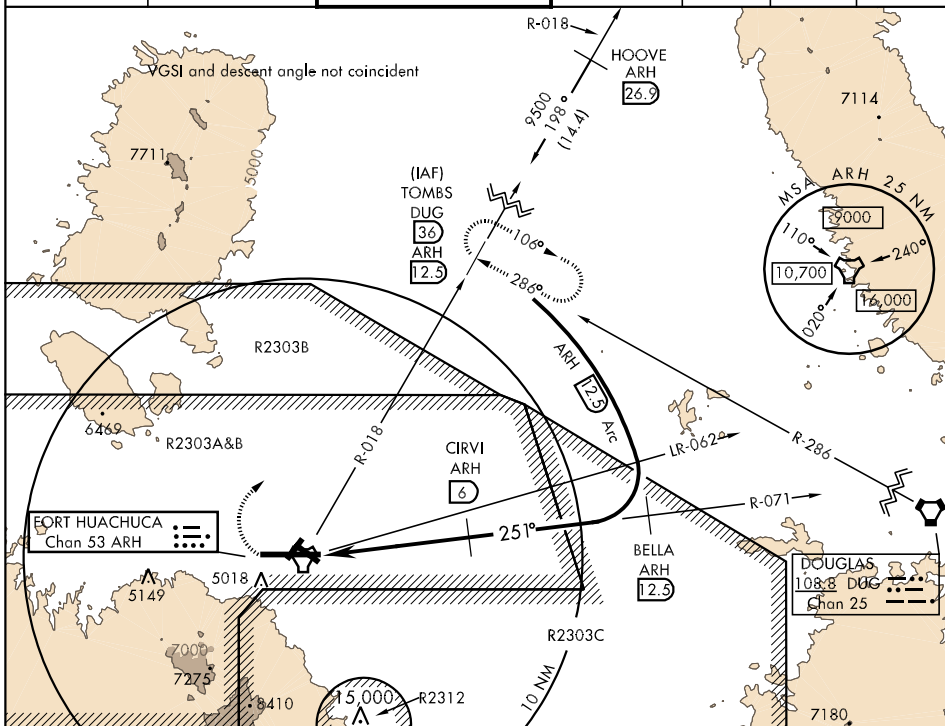
LIBBY TOWER ★ **124.95 (CTAF) 0 284.75**

GND CON **121.7 268.7**

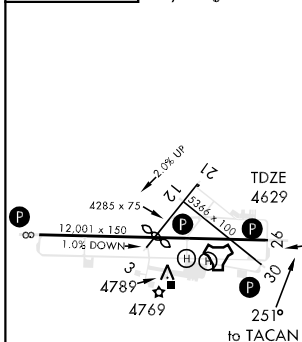
ASR/PAR

UNICOM **122.95**

AWOS-3 **119.675**



ELEV 4719 Rwy 3 Idg 3032'



MIRL Rwy 3-21
HIRL Rwy 8-26
Rwy 12-30

FORT HUACHUCA/SIERRA VISTA, ARIZONA

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)
SIERRA VISTA MUNI-LIBBY AAF

CATEGORY	A	B	C	D	E
S-26	5100-1 471 (500-1)		5100-1¼ 471 (500-1¼)	5100-1½ 471 (500-1½)	5100-1¾ 471 (500-1¾)
CIRCLING *	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)	

VOR FHU
113.6

APP CRS
259°

Rwy Idg
TDZE
Apt Elev
12001
4629
4719

VOR RWY 26

PORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

⚠

ASR/ PAR

Circling not authorized south of Rwy 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 via FHU R-021 to TOMBS Int/DUG 36 DME and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA ★ 127.05 254.35	LIBBY TOWER ★ 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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RADAR or DME REQUIRED

CATEGORY	A	B	C	D
S-26	5140-1	511 (500-1)	5140-1½	511 (500-1½)
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

ELEV 4719

HIRL Rwy 8-26

MIRL Rwy 3-21 and 12-30

FAF to MAP 5.1 NM

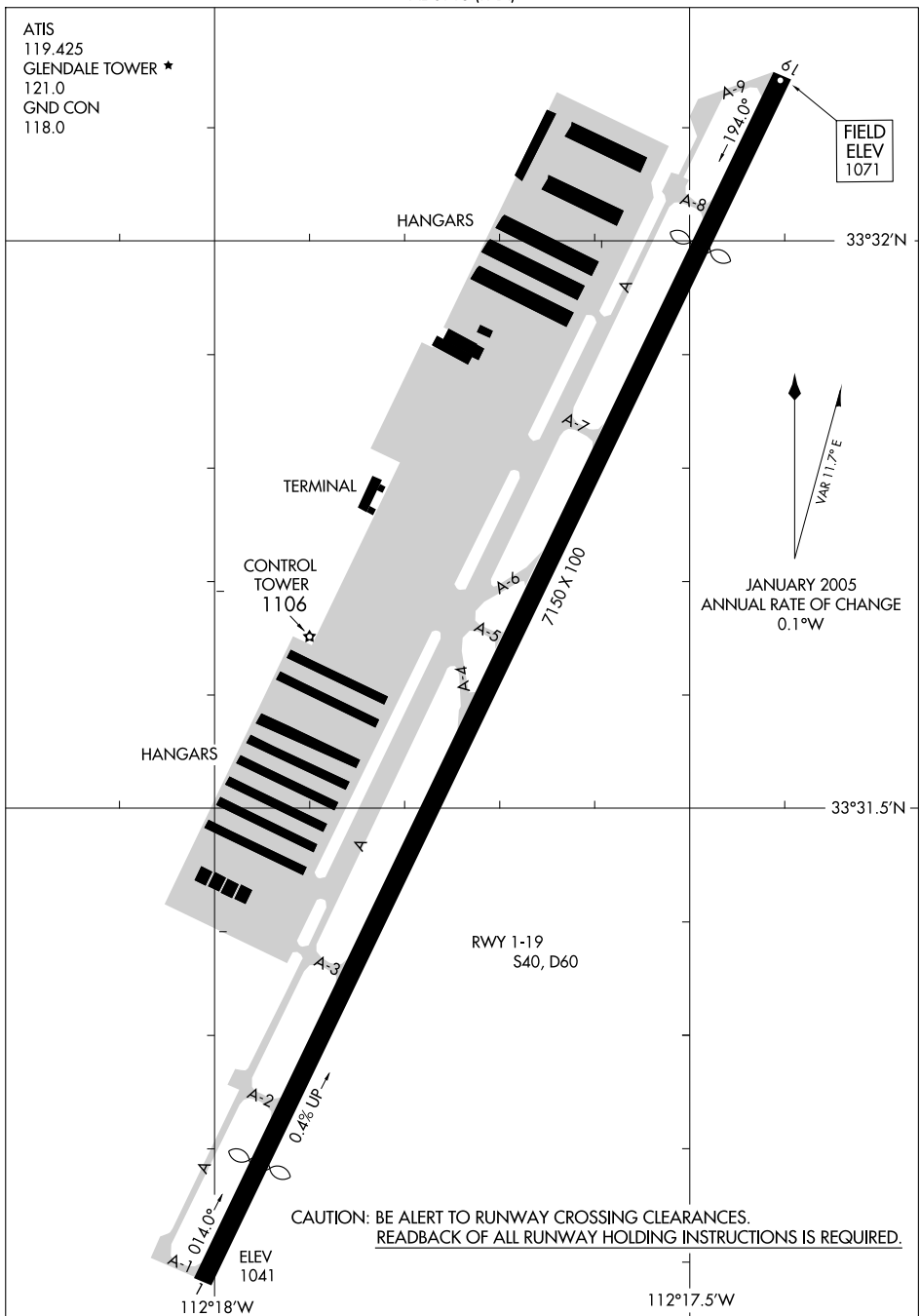
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-4. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA



(DRAKE1.DRAKE) 08325 SL-6915 (FAA)
DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)

GLENDALE MUNI(GEUT)
GLENDALE, ARIZONA

ATIS 119.425
LUKE DEP CON ★
118.15 363.12
PHOENIX DEP CON
120.7 239.0
GLENDALE TOWER ★
121.0 (CTAF)
UNICOM 122.95

DRAKE
DRK
350°
(25)

KARLO
10000

TAKE-OFF MINIMUMS

Rwy 19: NA-ATC.
Rwy 1: Standard, with minimum
climb of 400 feet per NM to KUWSO.

NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Obstruction light on blast fence.
Multiple lights/poles, buildings, trees
and vehicle on roads beginning 4 feet
from DER, out to 680 feet from DER,
634 feet right of centerline to 437 feet
left of centerline, up to 79 feet AGL/
1144 MSL.

A-231

324°
(41)

PODRY

WATEG

KUWSO

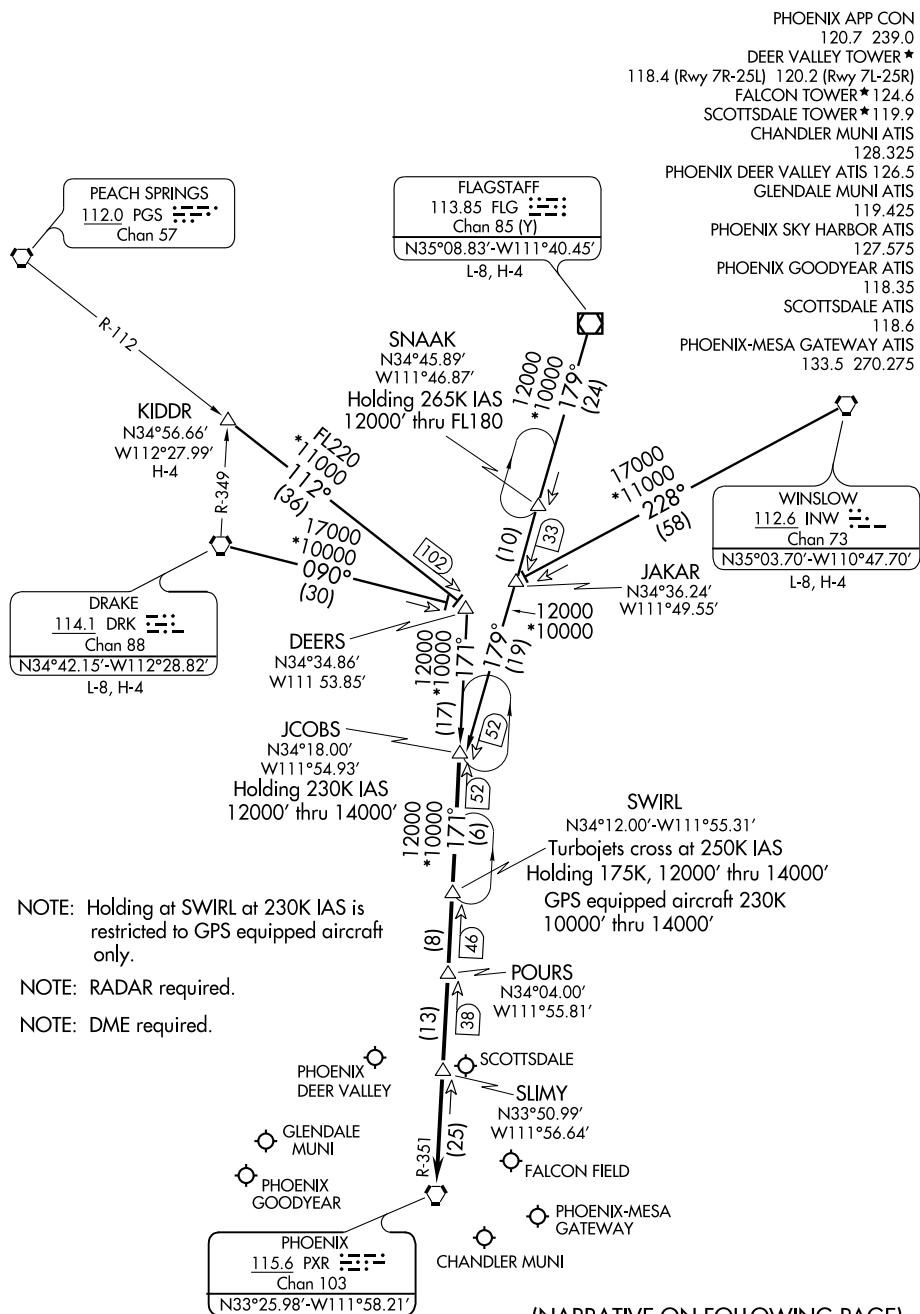
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO
at or above 10,000.

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

MISSED APPROACH: Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

GND CON	UNICOM
118.0	122.95

UNICOM
122.95

• 2555

Rwy 1 ldg 6449'
Rwy 19 ldg 6149'

--	--

1440-1¼

1640-2

Rwy 1 ldg 6449'
Rwy 19 ldg 6149'

MIRL Rwy 1-19 **L**RFII R_{wys} 1 and 19

WAAS CH 87004 W19A	APP CRS 194°	Rwy ldg TDZE 6149 1065 Apt Elev 1071
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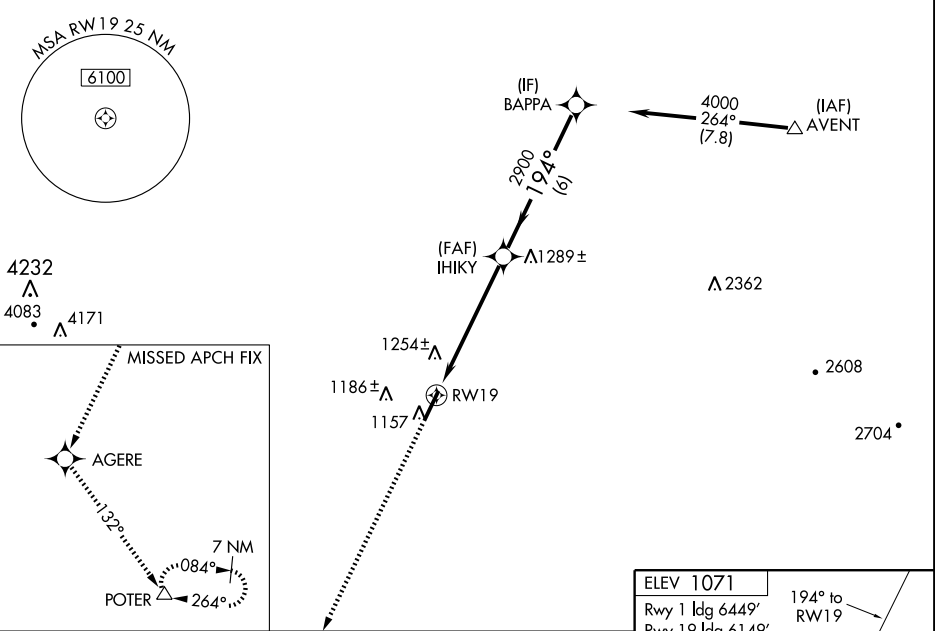
RNAV (GPS) RWY 19

GLENDALE MUNI (GEU)

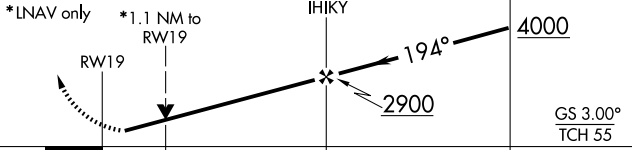
⚠ Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 5000 direct AGERE then climb to 8000 via 132° track to POTER and hold.

ATIS 119.425	LUKE APP CON★ 118.15 363.12	GLENDALE TOWER★ 121.0 (CTAF) 0	GND CON 118.0	UNICOM 122.95
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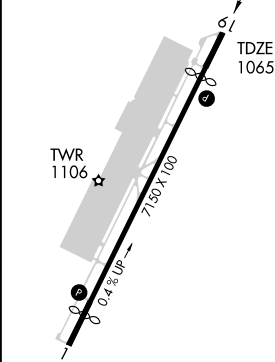


5000 ↑	AGERE ✧	8000 ↑	POTER △	VGSI and RNAV glidepath not coincident.	BAPPA Procedure Turn NA
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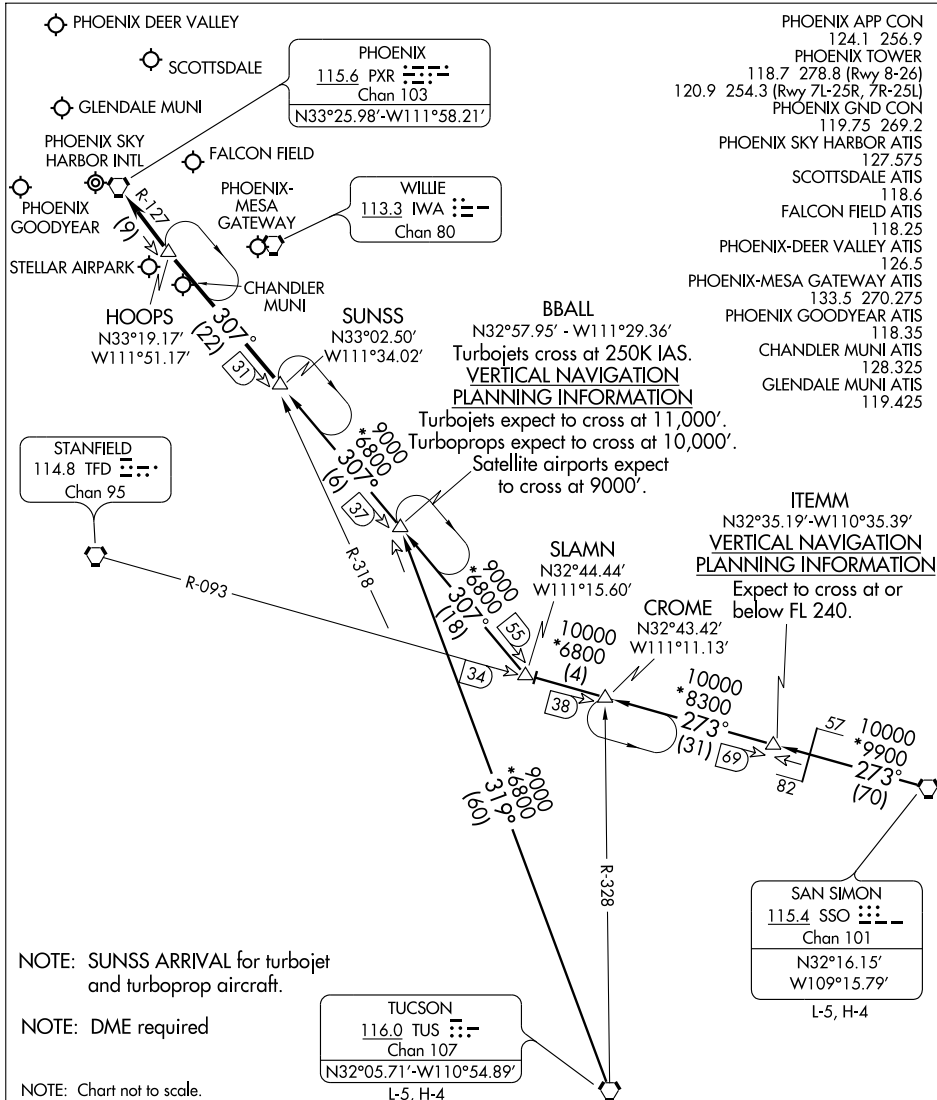


CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/ DA VNAV	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)	1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)	
CIRCLING	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1540-2 569 (600-2)	

ELEV 1071
Rwy 1 ldg 6449'
Rwy 19 ldg 6149'



MRL Rwy 1-19 **0**
 REIL Rws 1 and 19 **0**



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SW-4 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

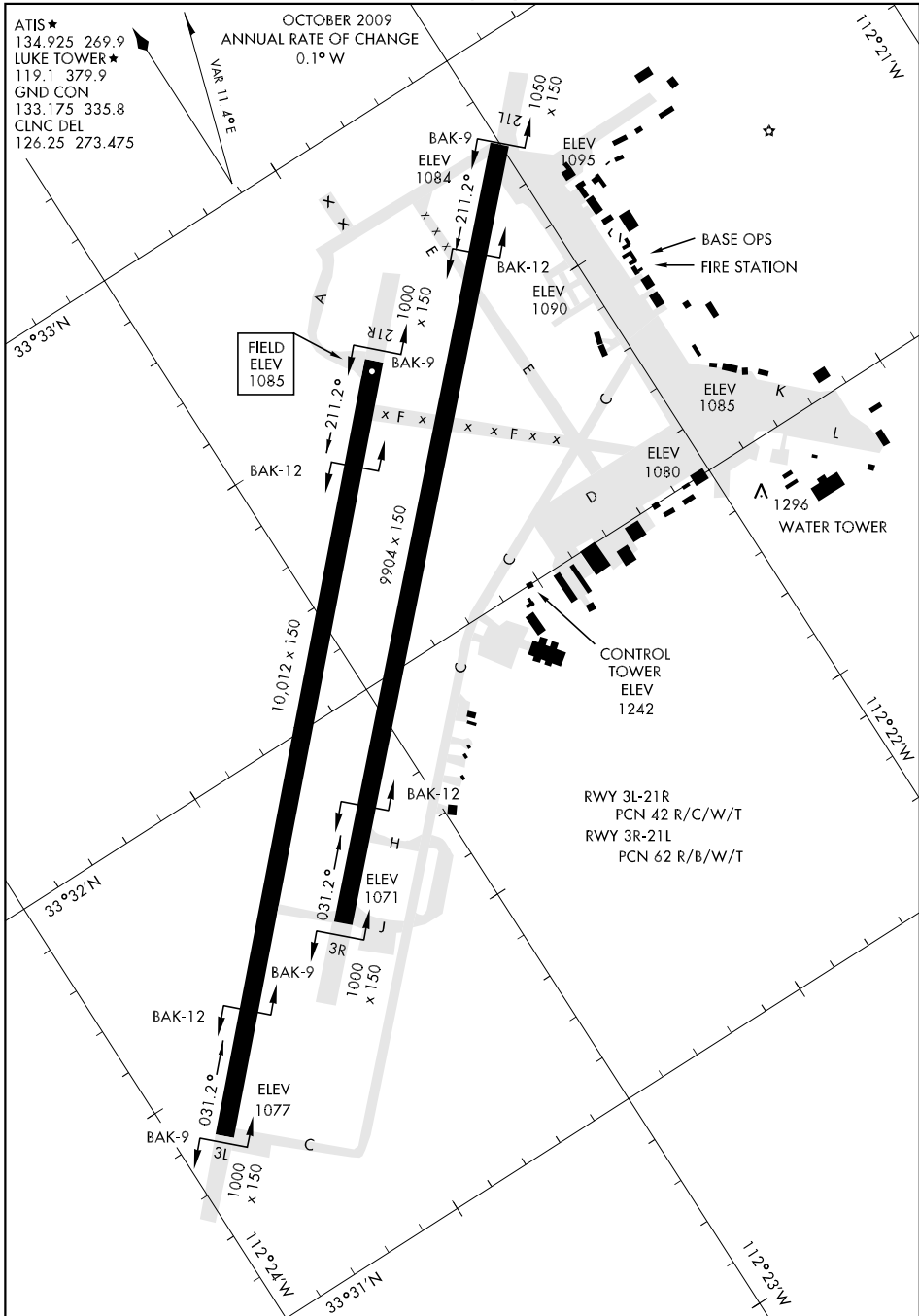
AFD-321 [USAF]

GLENDALE, ARIZONA

ATIS★
134.925 269.9
LUKE TOWER★
119.1 379.9
GND CON
133.175 335.8
CLNC DEL
126.25 273.475

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

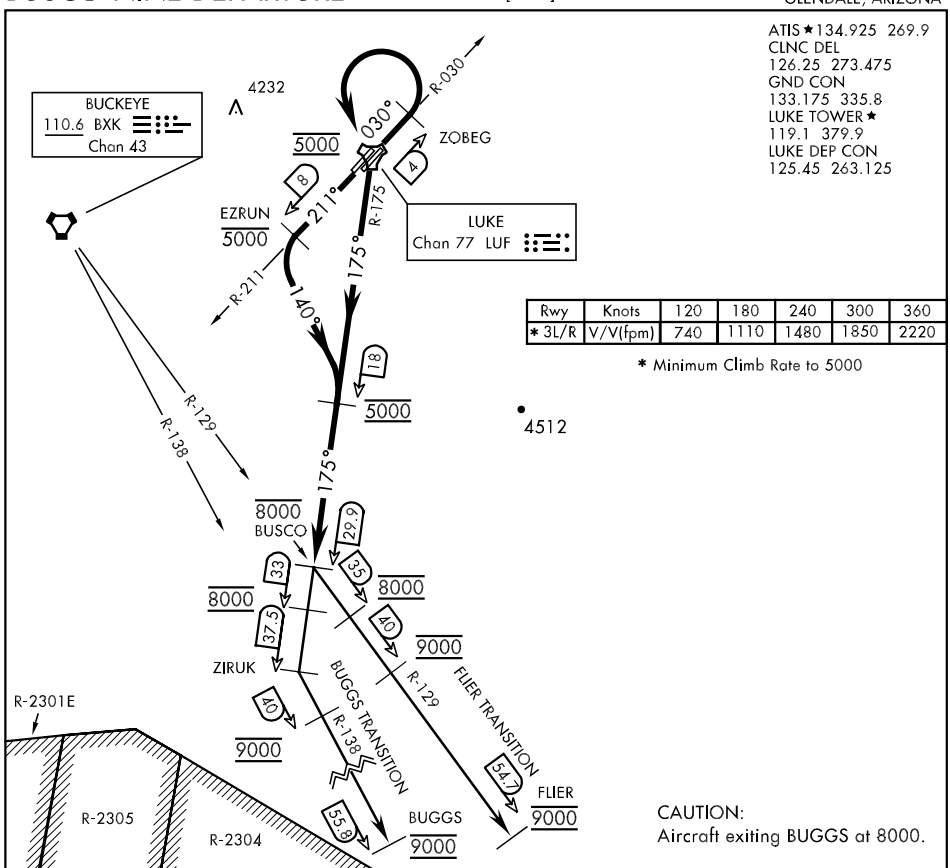
VAR 11.4°E



SW-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

GLENDALE, ARIZONA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

TAKE-OFF RWY 21L/R: Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

BUGGS TRANSITION (BUSCO9•BUGGS): Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via BXK VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/33 DME at 8000, cross BXK R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). CAUTION: Aircraft exiting BUGGS at 8000.

FLIER TRANSITION (BUSCO9•FLIER): Intercept and proceed via the BXK VORTAC R-129 to 54.7 DME (FLIER). Cross BXK 35 DME at 8000, cross BXK 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC)

LOC I-LUF
108.7

APCH CR
030°

Rwy Idg	9904
TDZE	1074
Arpt Elev	1085

9904

1074

1085

JAL-321 [USAF]

LUKE AFB (KLUF)

- T** * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CD RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★
134.925 269.9

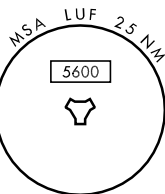
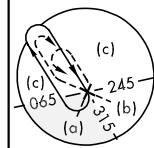
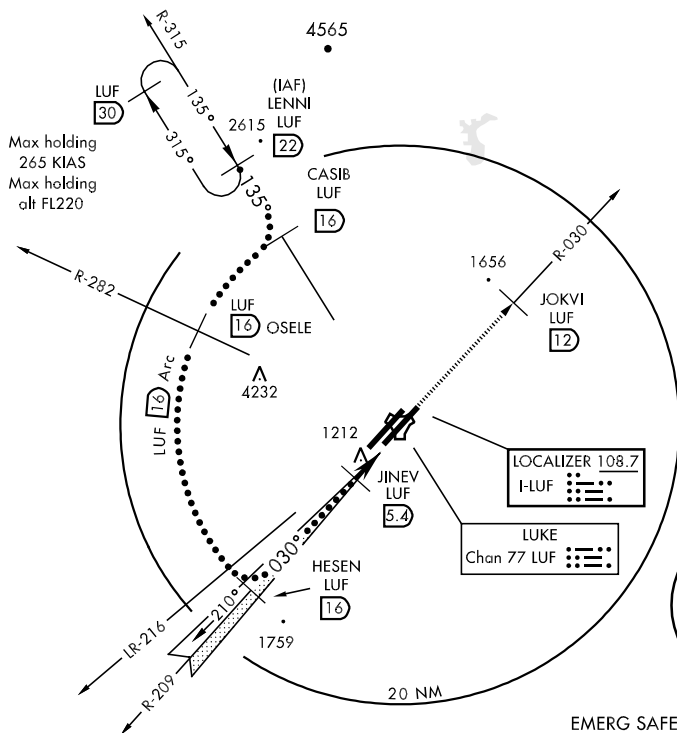
LUKE APP CON
118.15 363.12

LUKE TOWER ★
119.1 379.9

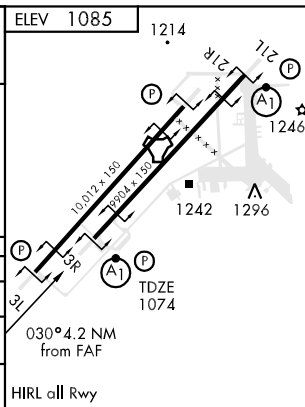
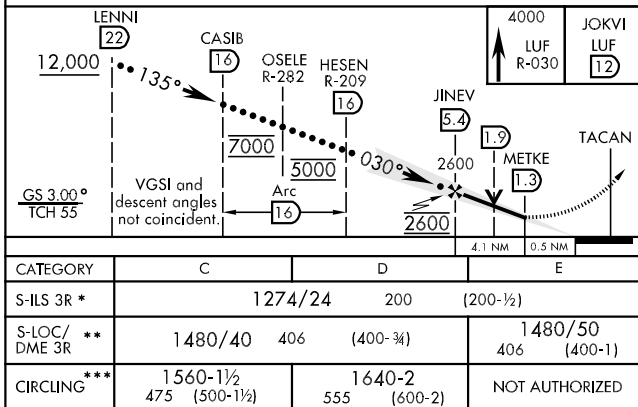
GND CON
133.175 335.8

CLNC DEL
126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16,200



LOC I-EMJ
110.9

APCH CRS
210°

Rwy Idg	9904
TDZE	1084
Arpt Elev	1085

JAL-321 [USAF]

LUKE AFB (KLUF)



* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★
134.925 269.9

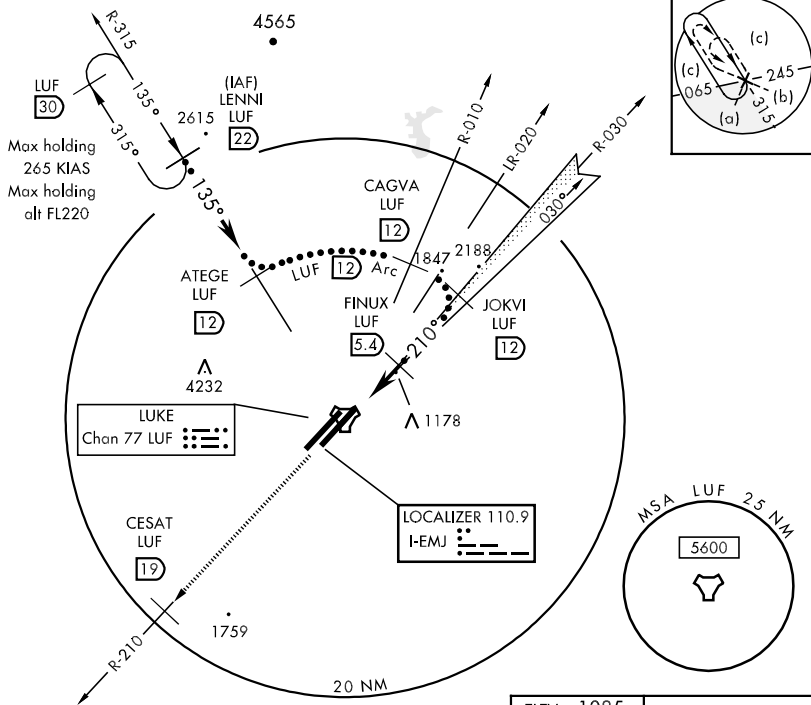
LUKE APP CON
118.15 363.12

LUKE TOWER ★
119.1 379.9

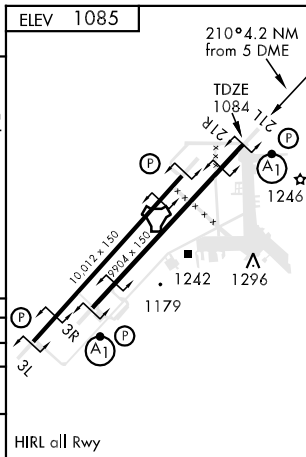
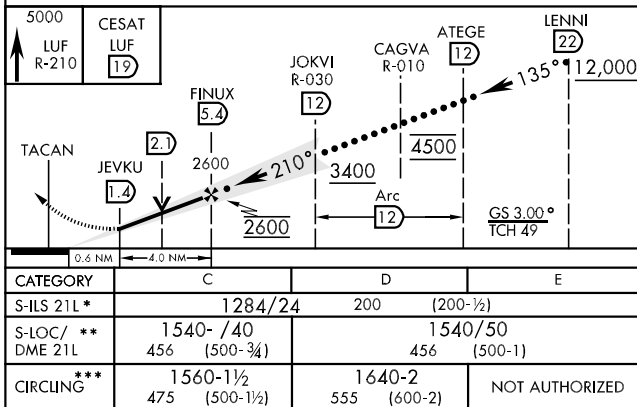
GND CON
133.175 335.8

CLNC DEL
126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16,200



GLENDAL, ARIZONA

33°32'N-112°23'W

LUKE AFB (KLUF)

Amdt 2 09239

LH 46 LOG/DME DIA/011

TACAN LUF Chan 77	APCH CRS 032°	Rwy Idg 10,012 TDZE 1077 Arprt Elev 1085
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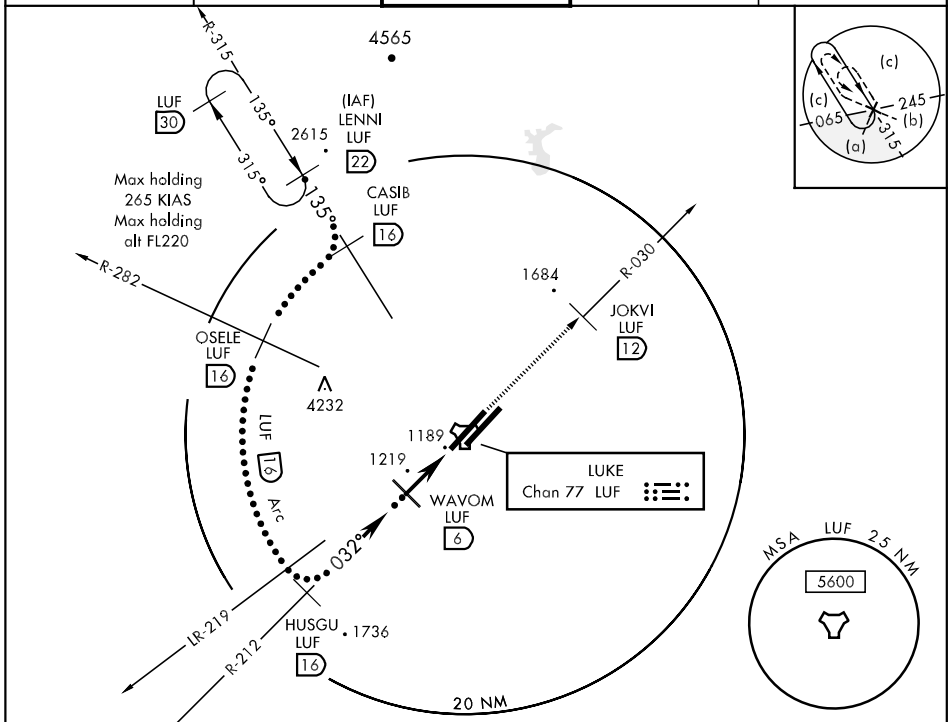
JAL-321 [USAF]

LUKE AFB (KLUF)

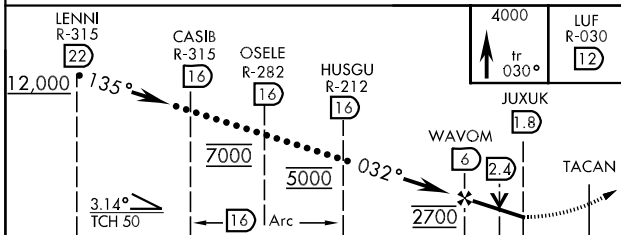
▼ * Circling not authorized E of Rwy 03L-21R.

MISSED APPROACH: Track heading 030° to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

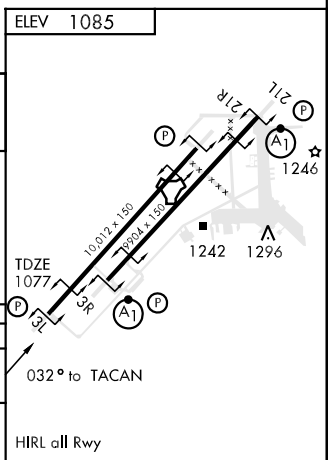
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3L	1500-1¼ 423 (500-1¼)	1500-1½ 423 (500-1½)	1500-1½ 423 (500-1½)
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



TACAN LUF Chan 77	APCH CRS 026°	Rwy Idg 9904 TDZE 1074 Arprt Elev 1085
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JAL-321 [USAF]

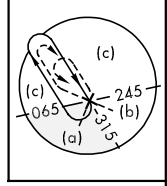
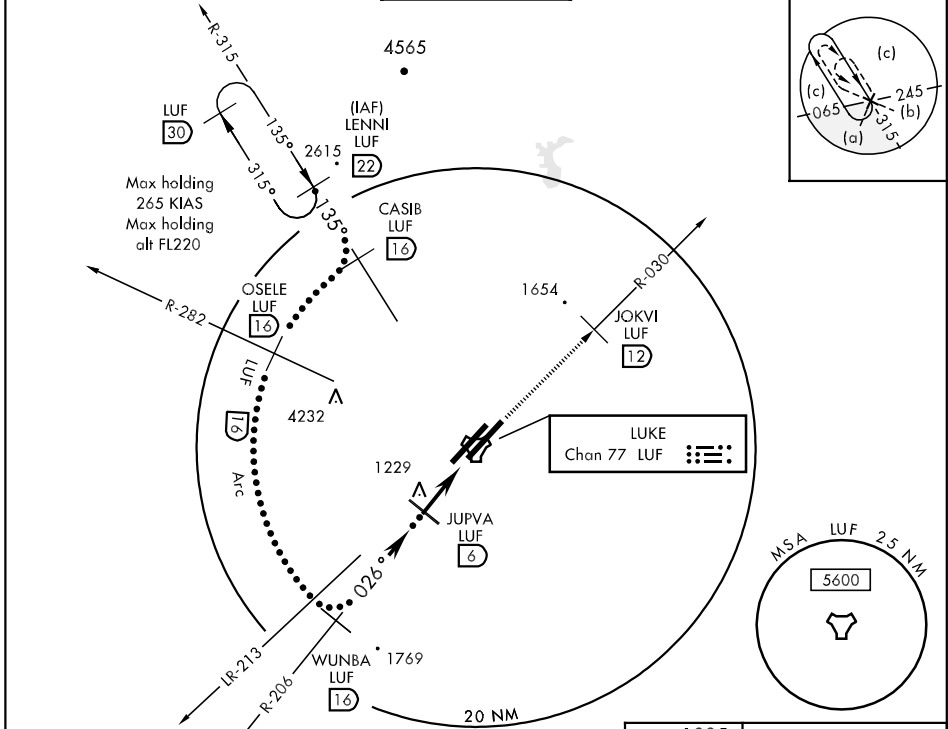
LUKE AFB (KLUF)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 3R-21L.

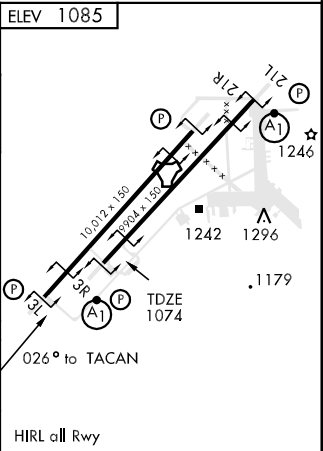
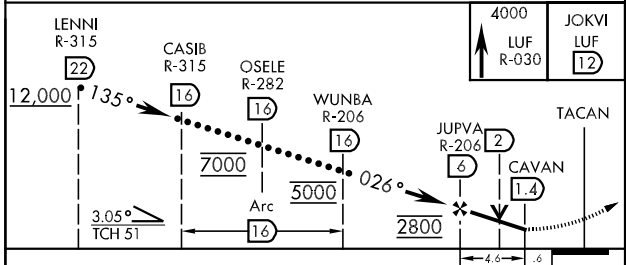


MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



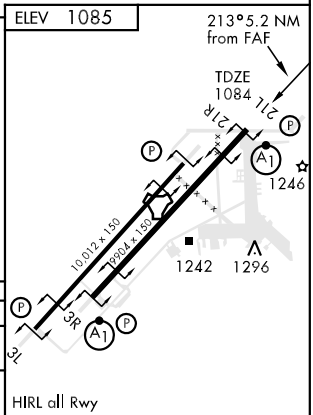
CATEGORY	C	D	E
S-3R *	1500/40	426 (500-¾)	1500/50 426 (500-1)
CIRCLING **	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

HIRL all Rwy

SW-4, 17 DEC 2009 to 14 JAN 2010

<p>▼ When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, increase CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p> <p>** Circling not authorized E of rwy 3R-21L.</p>	<p>ALSF-1</p> 	<p>MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APB CON.</p>
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CATEGORY	C	D	E
S-21L *	1580/40 496 (500-¾)	1580/50 496 (500-1)	1580/60 496 (500-1¼)
CIRCLING **	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



TACAN LUF Chan 77	APCH CRS 205°	Rwy ldg TDZE Arpt Elev 10,012 1085 1085
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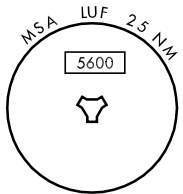
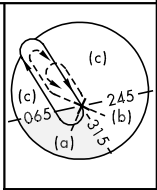
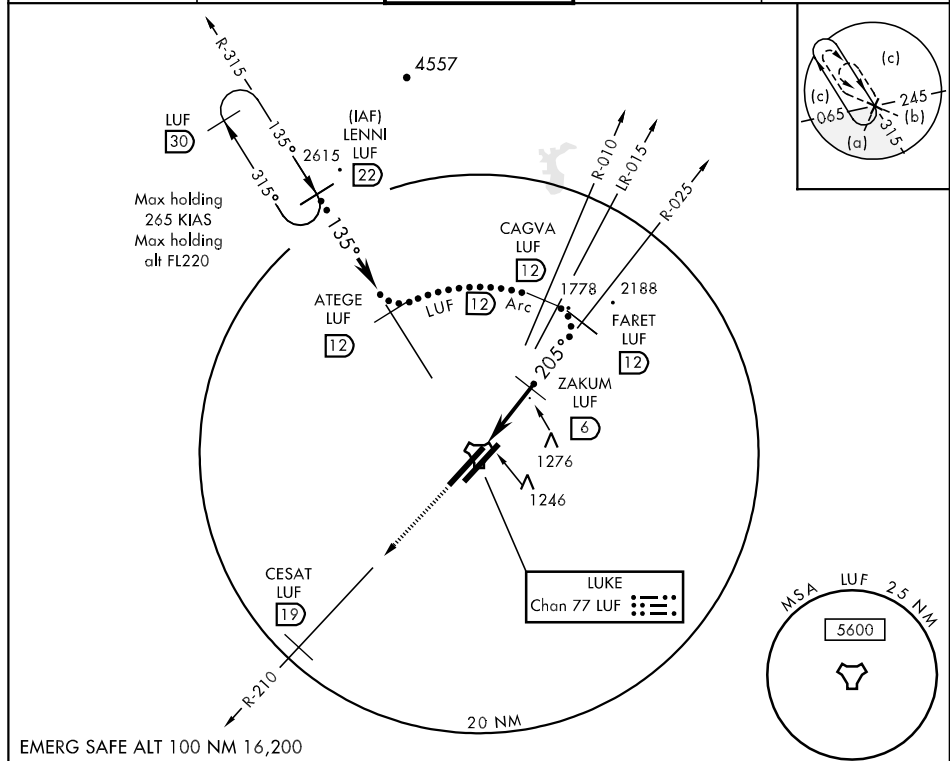
JAL-321 [USAF]

LUKE AFB (KLUF)

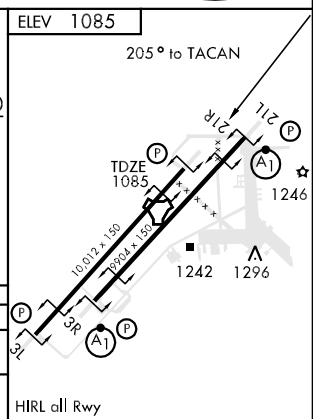
* Circling not authorized E of Rwy 3R-21L.

MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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5000 LUF R-210	CESAT LUF 19			LENNI R-315 22
TACAN	ZAKUM R-025 6	FARET R-025 12	CAGVA R-010 12	ATEGE R-315 12
KIGPE 0.9	1.8	3400	4500	12,000
0.5	5.1 NM	Arc 12	3.13° TCH 47	135°
CATEGORY	C	D	E	
S-21R	1580-1¼ 495 (500-1¼)	1580-1½ 495 (500-1½)	1580-1¾ 495 (500-1¾)	
CIRCLING *	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED	



LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE
GLENDALE, ARIZONA

ALBUQUERQUE CENTER

128.45 289.9
 LUKE RAPCON ★
 118.15 363.12
 LUKE TOWER ★
 119.1 379.9
 ATIS ★
 134.925 269.9
 METRO
 267.4

DRAKE
 114.1 DRK
 Chan 88
 N34°42.15'-W112°28.82'
 L-8, H-4

NOTE: Military Only.

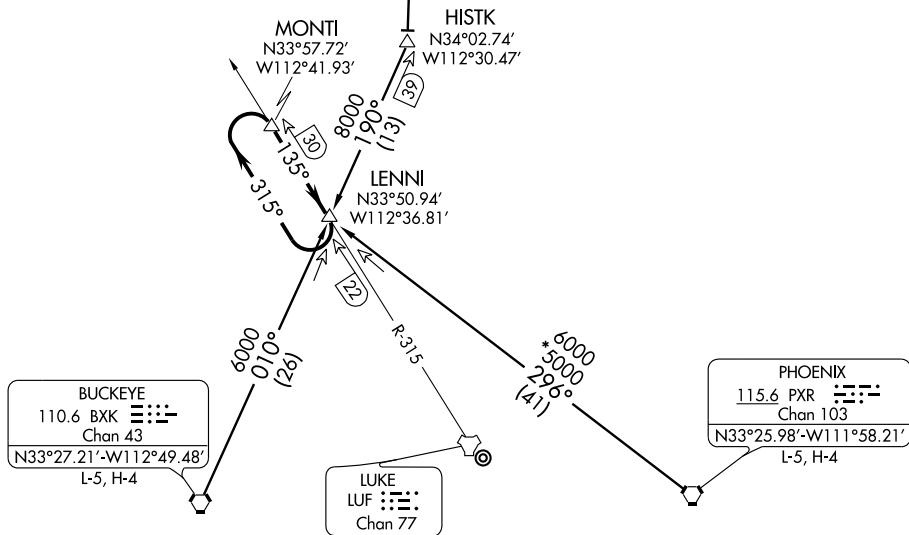
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross LENNI at FL220.

Expect one turn in holding at LENNI.

En-route descent DRAKE TRANSITION only.



NOTE: Chart not to scale.

BUCKEYE TRANSITION (BXX.LENNI3): From over BXX VORTAC via BXX R-010 to LENNI INT. Thence

DRAKE TRANSITION (DRK.LENNI3): From over DRK VORTAC via DRK R-168 and BXX R-010 to LENNI INT. Thence

PHOENIX TRANSITION (PXR.LENNI3): From over PXR VORTAC via PXR R-296 to LENNI INT. Thence

. . . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

LUKE-ONE DEPARTURE (LUKE1•DRK)

LUKE1•DRK (RECEIVED)

GLENDAL, ARIZONA

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

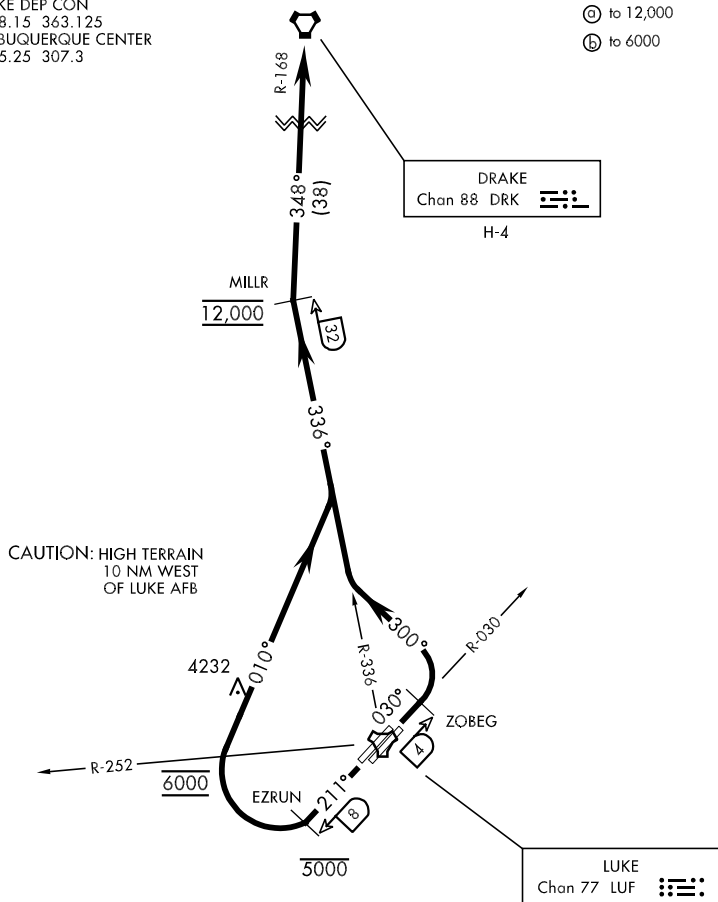
SH-321 [USAF]

Rwy	Knots	120	180	240	300	360
† 3L Ⓞ	V/V(fpm)	670	1000	1340	1670	2000
† 3R Ⓞ	V/V(fpm)	670	1010	1340	1680	2010
* 21L/R Ⓞ	V/V(fpm)	860	1290	1720	2150	2580

* Minimum † ATC Climb Rate

Ⓞ to 12,000

Ⓞ to 6000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDAL, ARIZONA

TANKZ-ONE DEPARTURE

SH-321 [USAF]

LORE AND (REU)
GLENDALE, ARIZONA

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

GLADDEN 1
MOA

7918



Minimum Climb Rate

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	660	990	1320	1650	1980

* From departure end of rwy to 6000

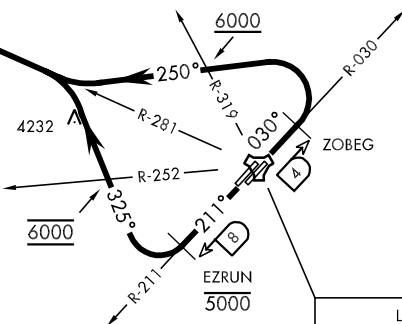
ATC Climb Rates

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	780	1170	1560	1950	2340

* From departure end of rwy to 17,000

TANKZ

19,000
17,000



LUKE
Chan 77 LUF

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★ 134.925 269.9
 CLNC DEL
 126.25 273.475
 GND CON
 133.175 335.8
 LUKE TOWER ★
 119.1 379.9
 LUKE DEP CON
 118.15 363.125
 ALBUQUERQUE CENTER
 125.25 307.3

BAGDAD 1
 MOA

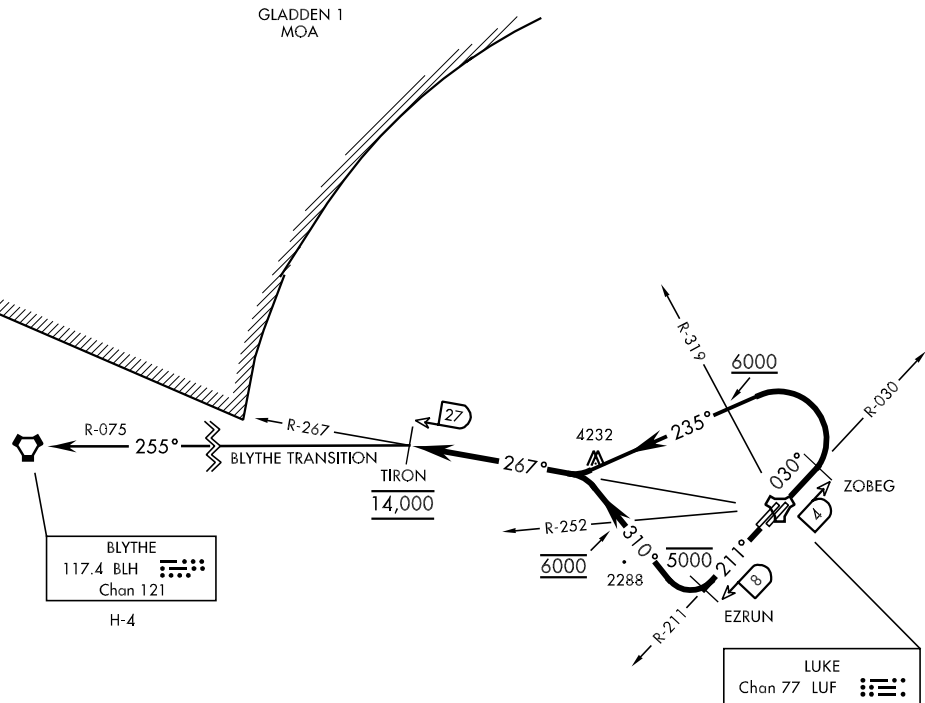
Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000

GLADDEN 1
 MOA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

TAKE-OFF RWY 21 L/R: Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

BLYTHE TRANSITION (TIRON7•BLH): Via the BLH VORTAC R-075 to BLH.

APP CRS	Rwy Idg	6500
260°	TDZE	3200
	Apt Elev	3235

GPS RWY 27

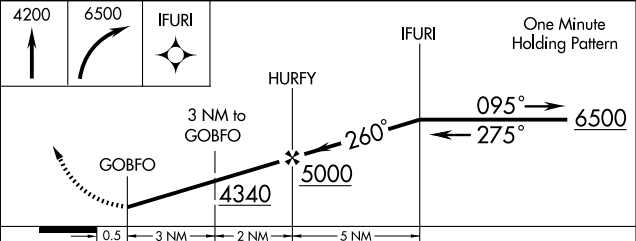
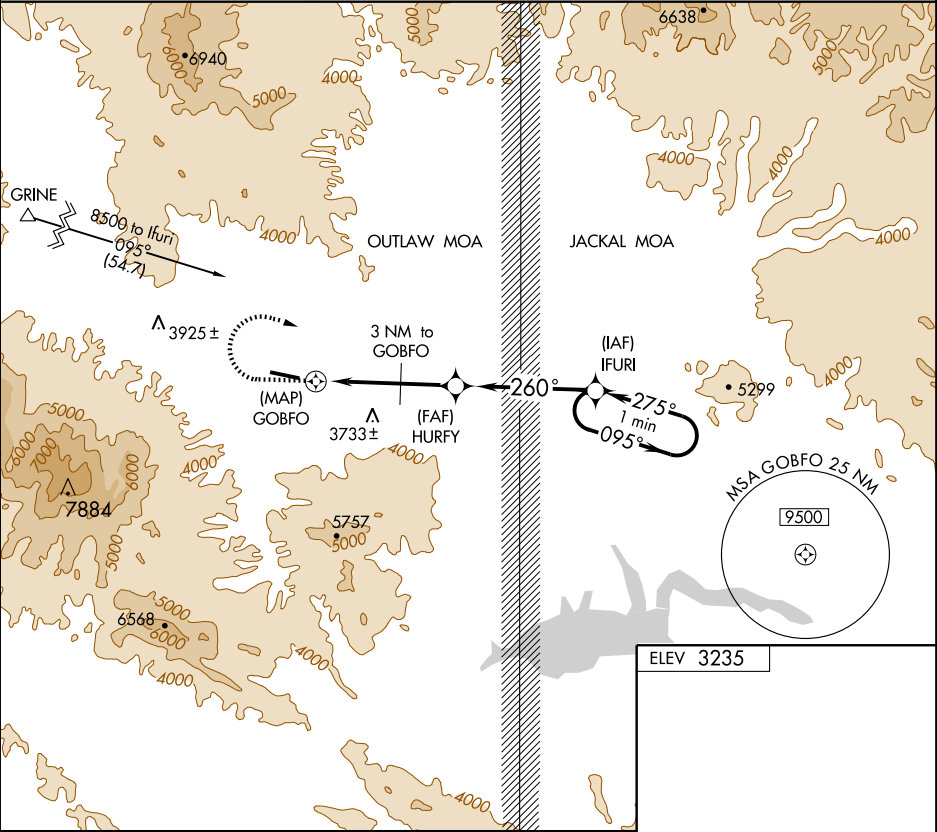
GLOBE/SAN CARLOS APACHE (P13)

**NA**

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

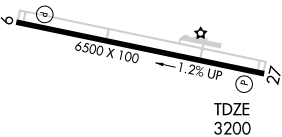
MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.

AWOS-3 120.075	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-27	3780-1	580 (600-1)	NA	NA
CIRCLING	3980-1 745 (800-1)	3980-1¼ 745 (800-1¼)	NA	NA

ELEV 3235



6500 X 100
1.2% UP
27
TDZE 3200

MIRL Rwy 9-27 
REIL Rwys 9 and 27

IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)

ALBUQUERQUE CENTER

125.4 269.3

PRESCOTT RADIO

122.4

△
SALTSTAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 409' per NM to 6900.

Rwy 27: Standard with minimum climb of 370' per NM to 5500.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.

Rwy 27: Tree 6707' from DER, 958' right of centerline, 40' AGL/3439' MSL.

△
PEAKS

IZTIR

RIPUW

HAWRA

OUTLAW MOA

J
A
C
K
A
L

M
O
A324°
(10)300°
(14)

3900

270°

090°

3600

NOTE: GPS required.

NOTE: RNAV 1

NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.

NOTE: Take-off Rwy 9/27: Do not exceed 200 KIAS until RIPUW.
Do not exceed 250 KIAS until IZTIR.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

....climb on course to MEA for assigned route of flight.

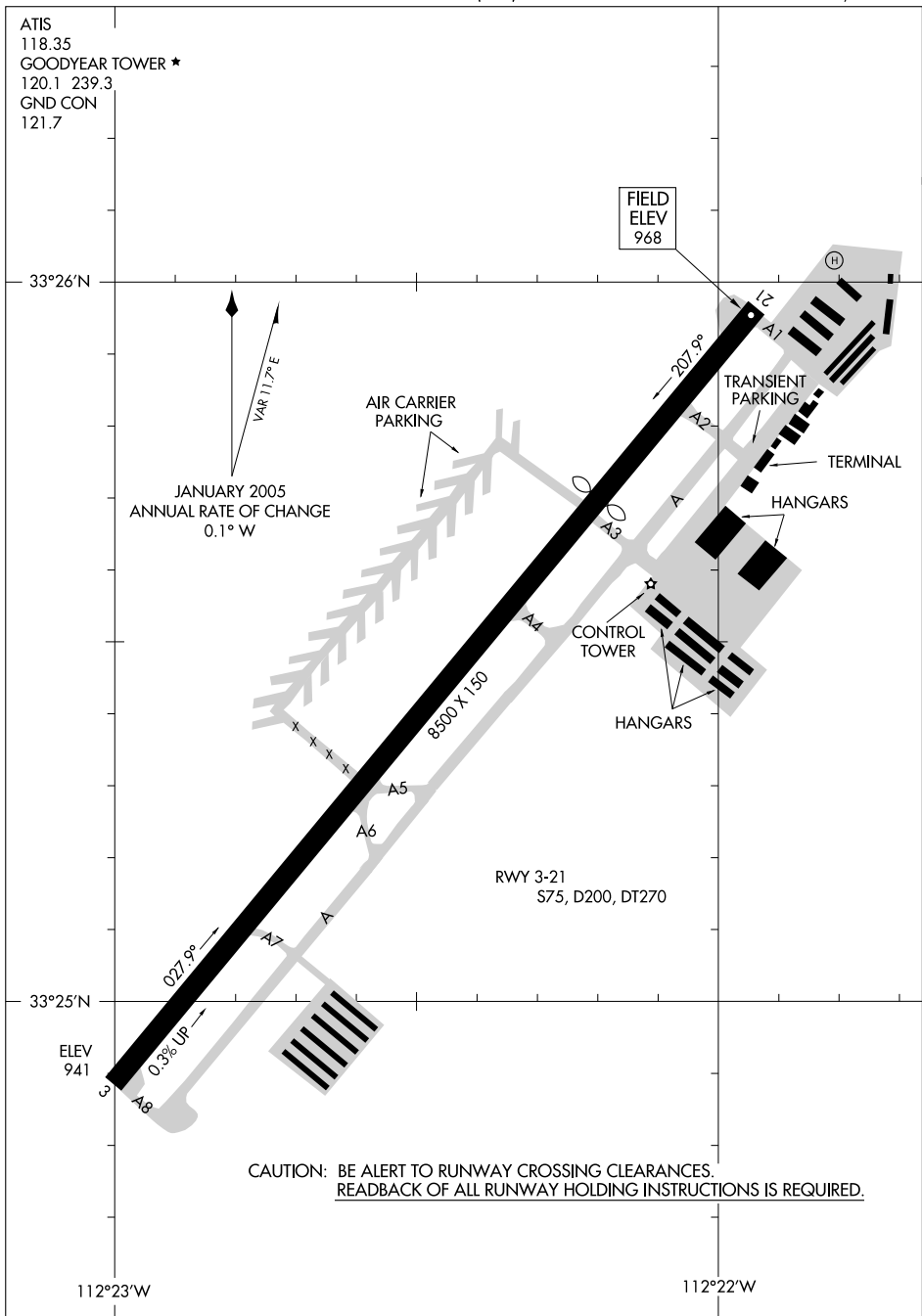
AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/PHOENIX GOODYEAR (GYR)

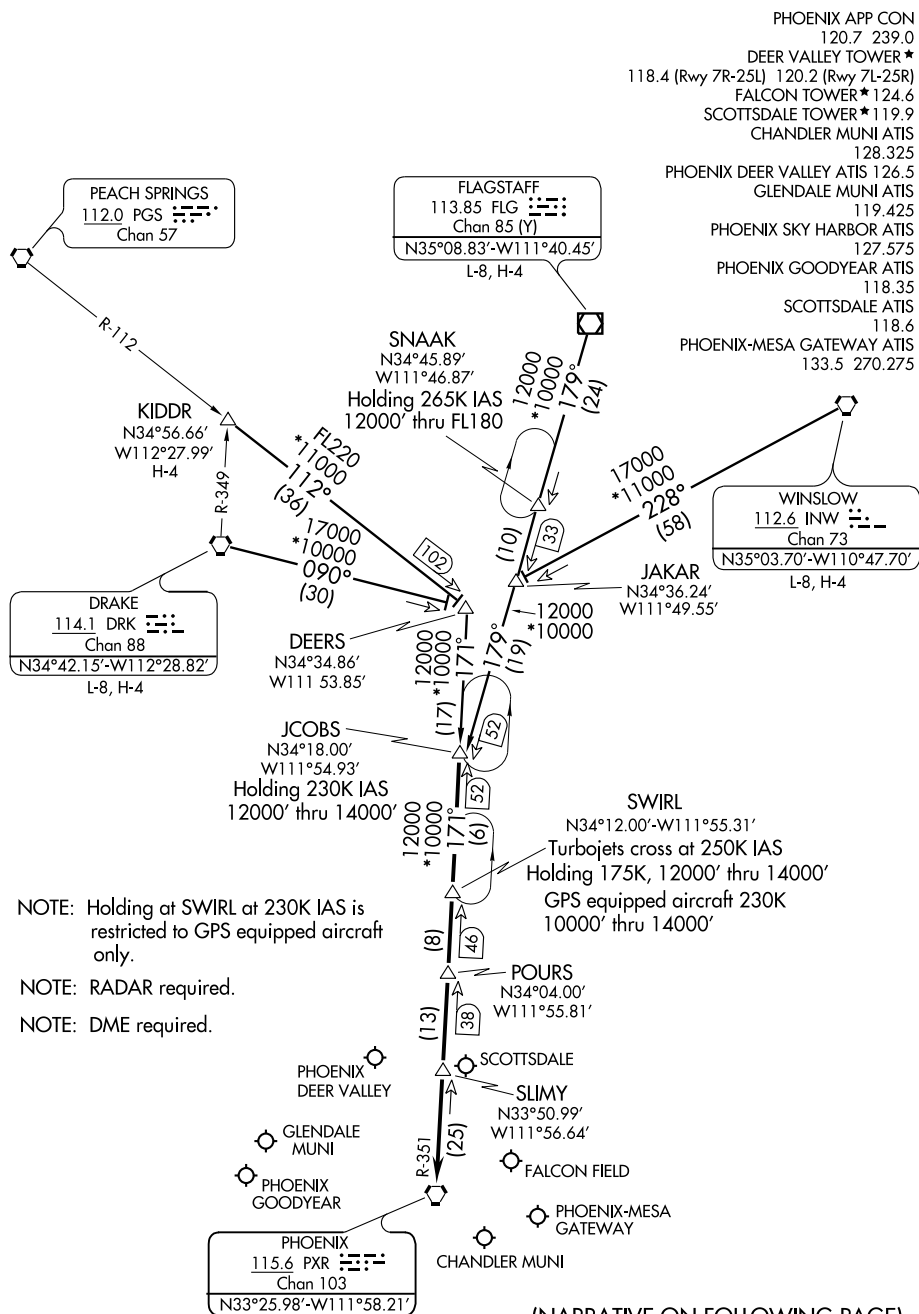
GOODYEAR, ARIZONA

ATIS
118.35
GOODYEAR TOWER ★
120.1 239.3
GND CON
121.7



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

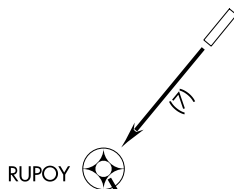
KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

ATIS 118.35
GND CON 121.7
GOODYEAR TOWER ★
120.1
LUKE DEP CON★
125.45



TAKE-OFF MINIMUMS

Rwy 3: Not authorized-ATC.
Rwy 21: Standard.

NOTE: 1. GPS Required
2. RNAV 1

△ POTER



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

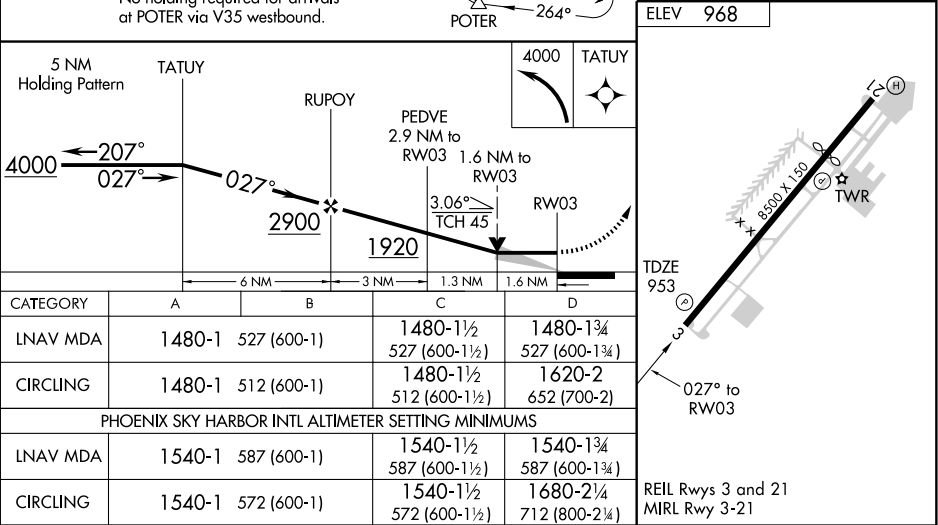
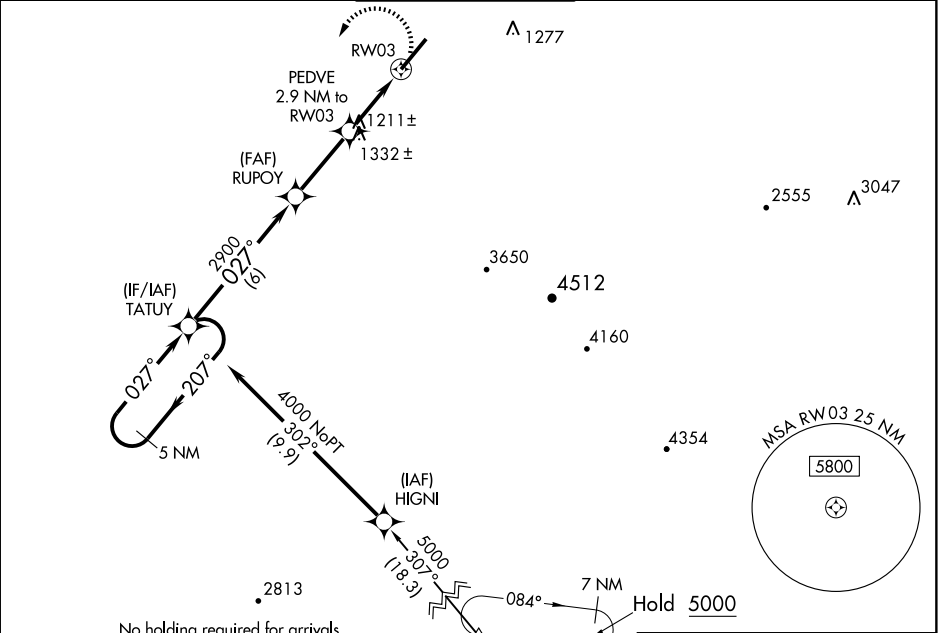
Procedure NA at night. DME/DME RNP -0.3 NA.

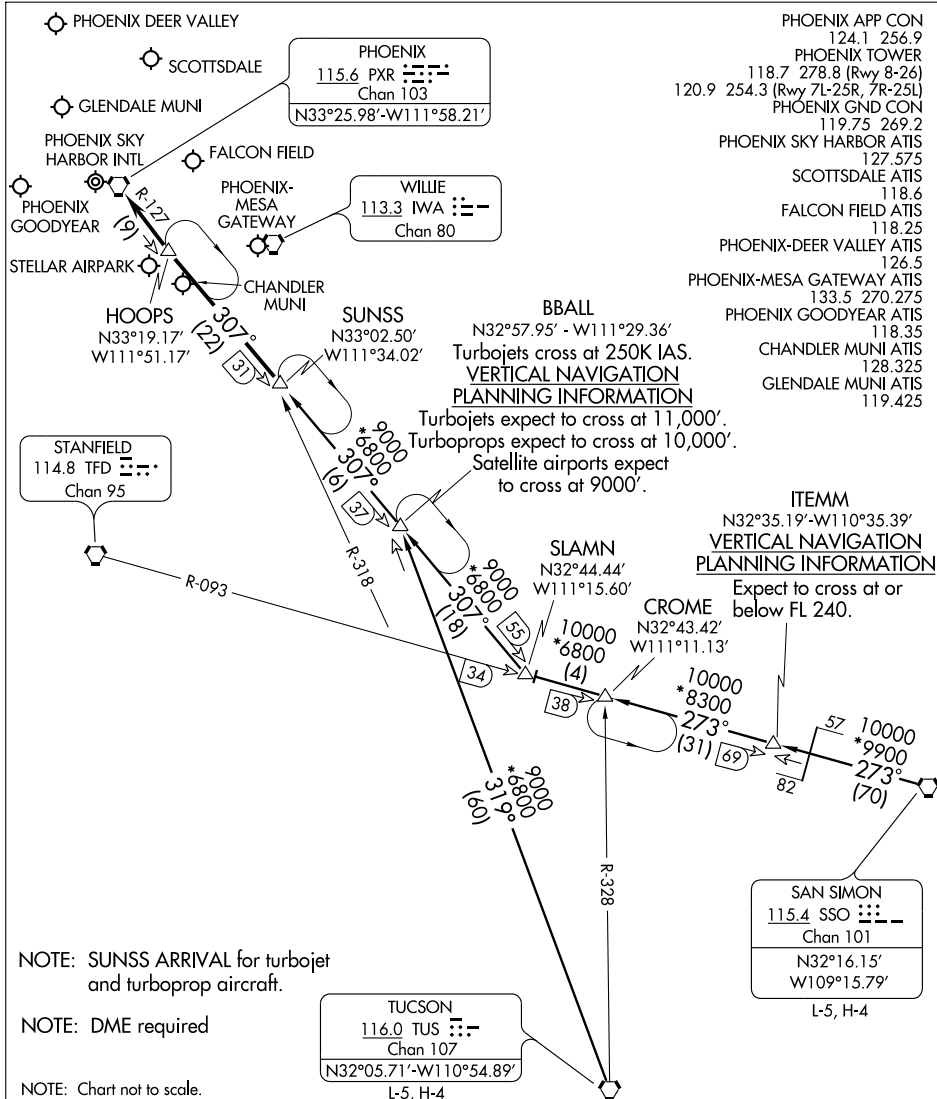
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct TATUY and hold.

ATIS 118.35	LUKE APP CON * 125.45 263.125	GOODYEAR TOWER * 120.1 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

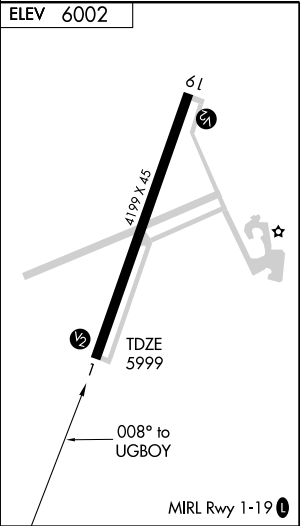
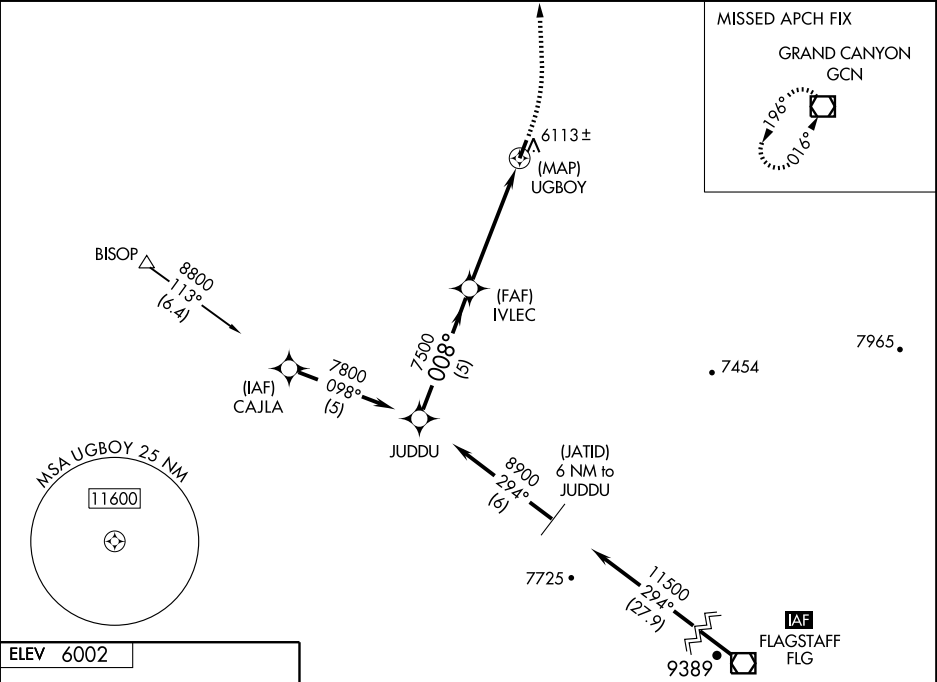
....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

APP CRS 008°	Rwy Idg TDZE Apt Elev	4199 5999 6002
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GPS RWY 1
GRAND CANYON/ VALLE (40G)

NA IAF ARM APPROACH MODE PRIOR TO IAF. Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.	MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.
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LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0
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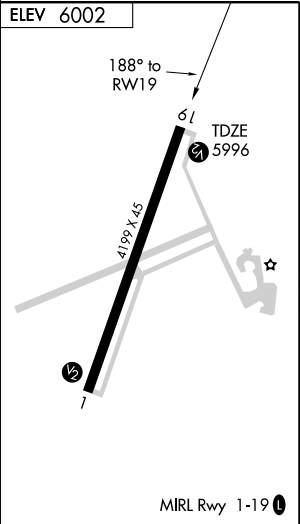
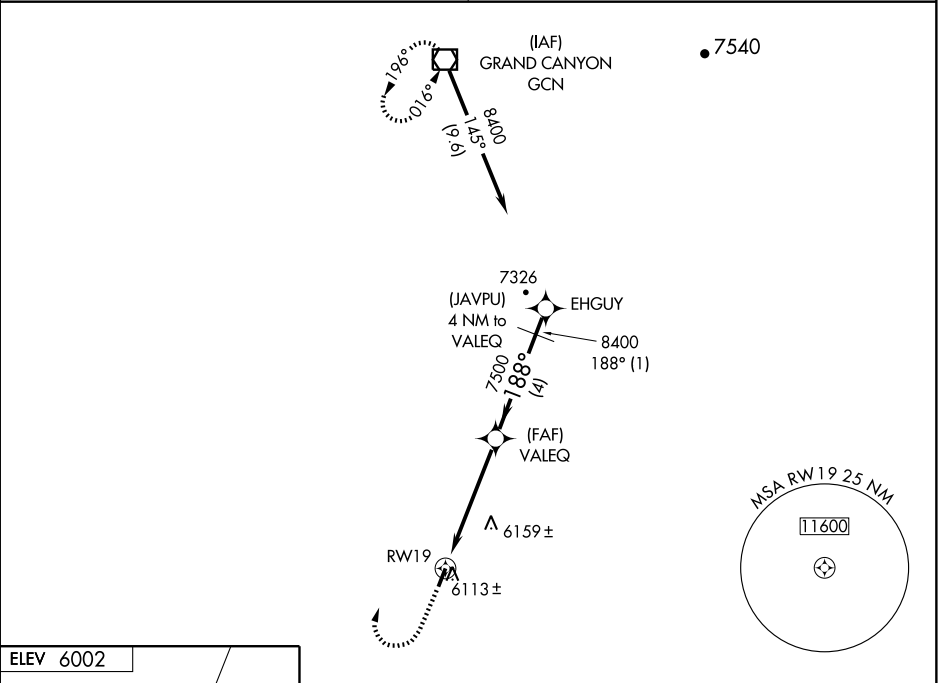


JUDDU		IVLEC		10000 GCN	
7800		008°		UGBOY	
		7500			
		5 NM		5 NM	
CATEGORY	A	B	C	D	
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA	
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA	
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS					
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA	
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA	

APP CRS 188°	Rwy Idg TDZE Apt Elev	4199 5996 6002
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GPS RWY 19
GRAND CANYON/ VALLE (40G)

NA Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.	MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.
LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0



	7000	10000	GCN					
	↑	↷	◻					
				VALEQ		VALEQ	EHGUY	
				188°		188°		
				7500		8400	8400	
				5 NM	4 NM	1 NM		Procedure Turn NA
CATEGORY	A	B	C	D				
S-19	6420-1	424 (500-1)	6420-1½ 424 (500-1¼)	NA				
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA				
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS								
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA				
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA				

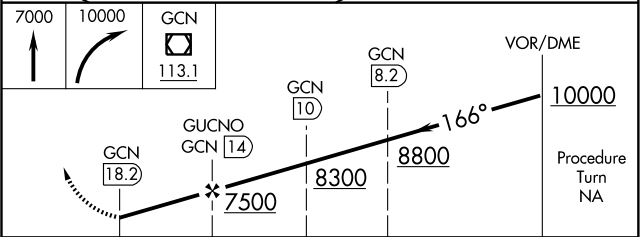
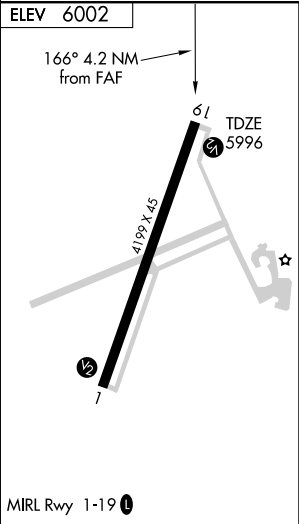
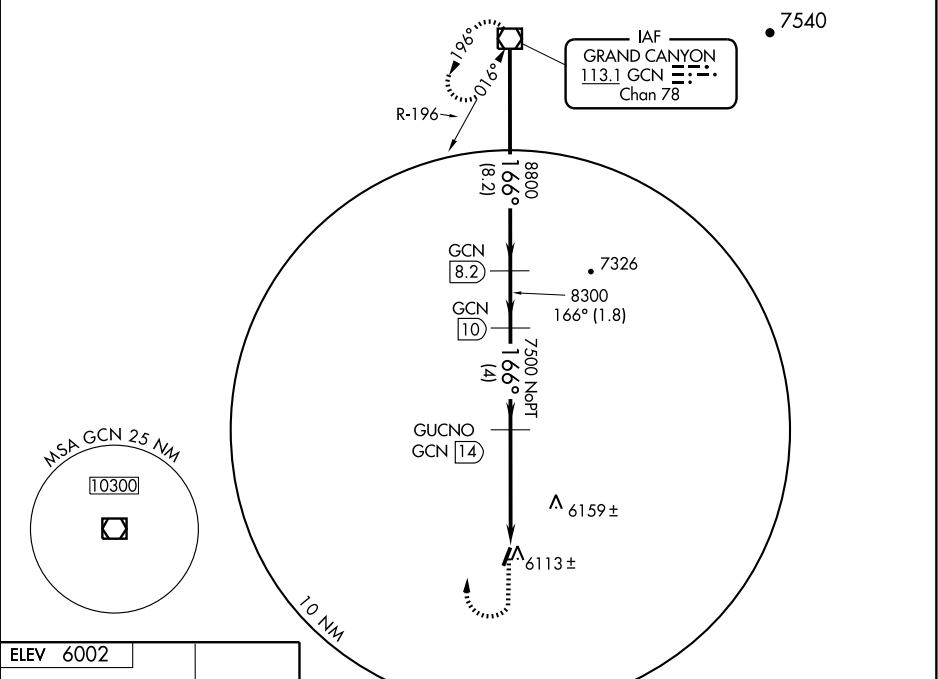
VOR/DME GCN	APP CRS	Rwy Idg	4199
113.1	166°	TDZE	5996
Chan 78		Apt Elev	6002

VOR/DME RWY 19
GRAND CANYON/ VALLE (40G)

Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF)
------------------------------------	------------------------



CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1½ 424 (500-1½)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

ATIS 124.3
CANYON TOWER*
119.0
GND CON
121.9

35°58'N

VAR 12.1° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
6609

TRANSIENT
PARKINGFIRE
STATION

TERMINAL

GENERAL
AVIATION
PARKING

6756

■ CONTROL
TOWER

35°57'N

ELEV
6533

8999 X 150

0.28.6s
0.7% UP

RWY 3-21

S88, D108, ST137, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°09'W

112°08'W

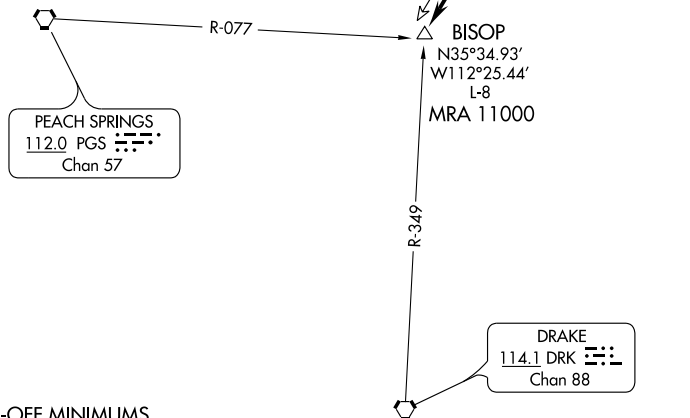
GRAND TWO DEPARTURE (OBSTACLE)

ATIS 124.3
GND CON
121.9
CANYON TOWER ★
119.0
ALBUQUERQUE CENTER
128.45 298.9
LOS ANGELES CENTER
124.85 319.2
UNICOM 122.95

GRAND CANYON
113.1 GCN
Chan 78

TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL.
Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.



TAKE-OFF MINIMUMS

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA.

TAKE-OFF RUNWAY 21: Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

LOC I-GCN <u>108.9</u>	APP CRS 027°	Rwy Idg 8999 TDZE 6556 Apt Elev 6609
----------------------------------	------------------------	---

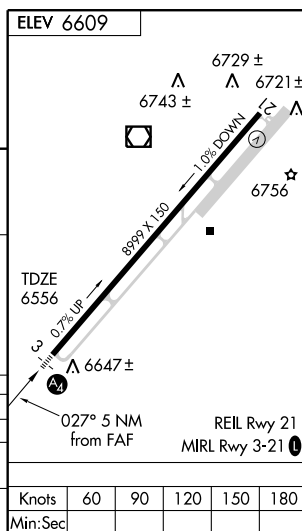
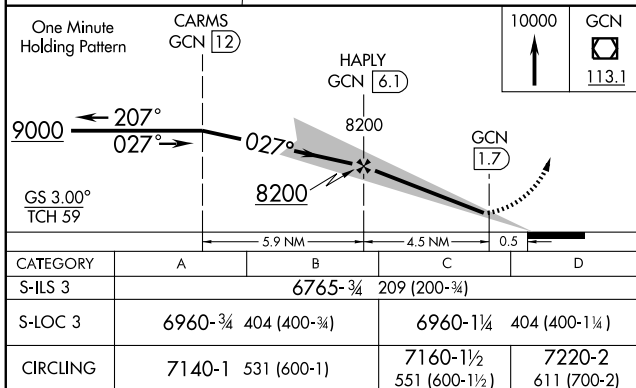
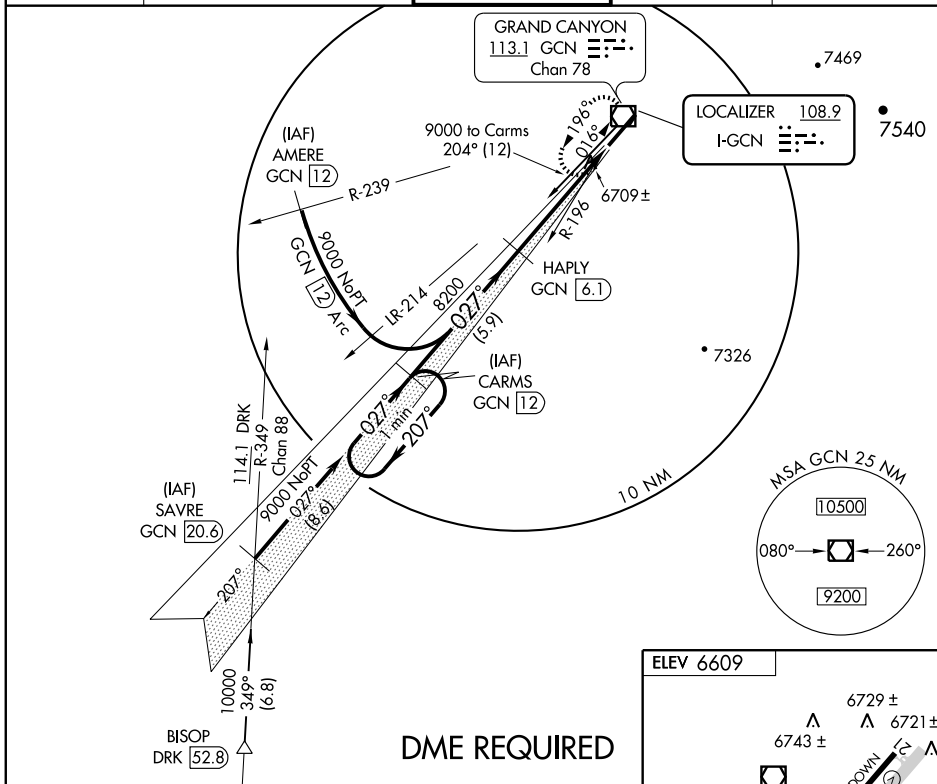
ILS or LOC/DME RWY 3
GRAND CANYON NATIONAL PARK (GCN)

T DME from GCN VOR/DME. Simultaneous reception of I-GCN
A and GCN DME required.
Inoperative table does not apply to S-LOC 3 CAT C.

MALS

MISSED APPROACH: Climb to 10000 direct GCN
VOR/DME and hold.

ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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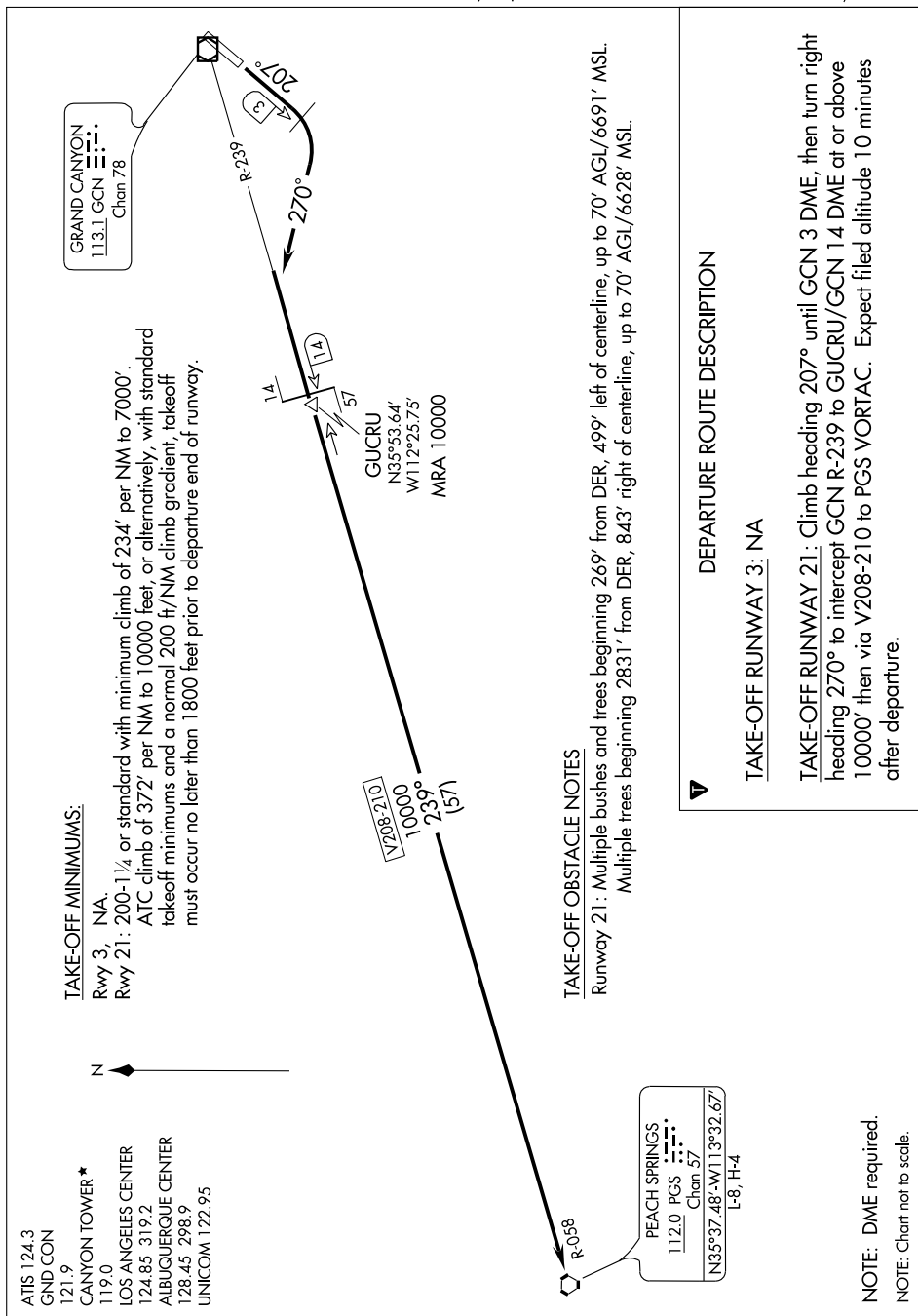


PARKS TWO DEPARTURE

SL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

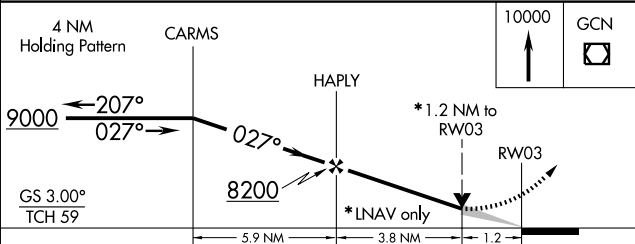
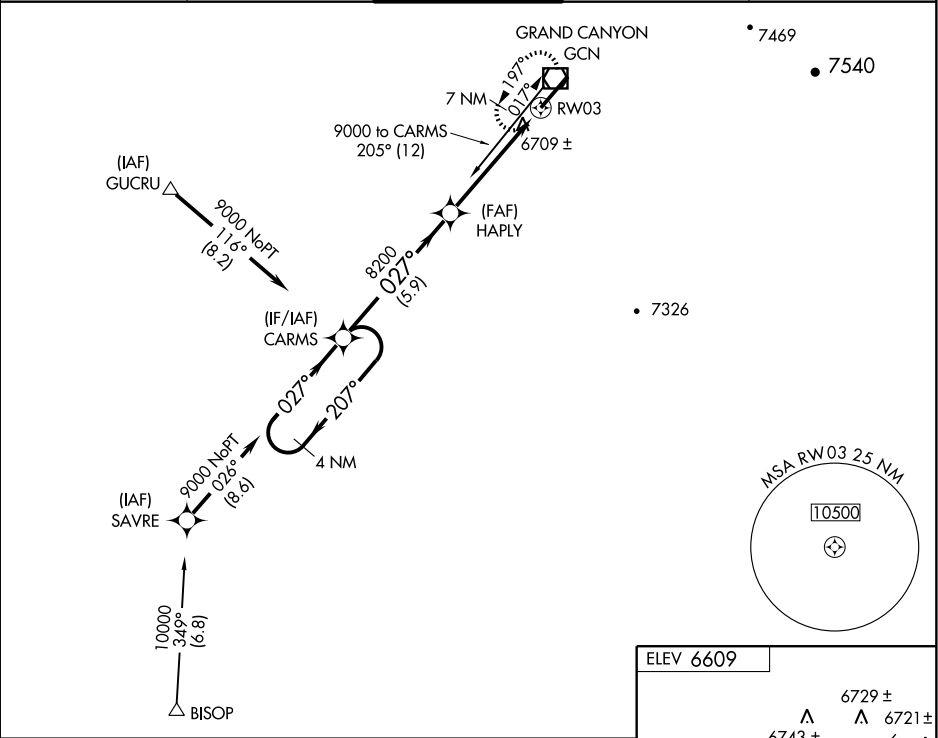


APP CRS	Rwy Idg	8999
027°	TDZE	6556
	Apt Elev	6609

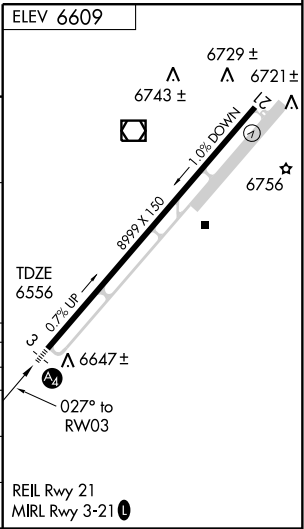
RNAV (GPS) RWY 3
GRAND CANYON NATIONAL PARK (GCN)

<div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -28°C (-18°F). Inoperative table does not apply to LNAV Cat C.</div>	<div>MALS 11 24</div>	<div>MISSED APPROACH: Climb to 10000 direct GCN VOR/DME and hold.</div>
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ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER★ 119.0 (CTAF) 1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	6960-1½ 404 (400-1½)			
LNAV MDA	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1½ 531 (600-1½)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

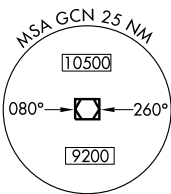
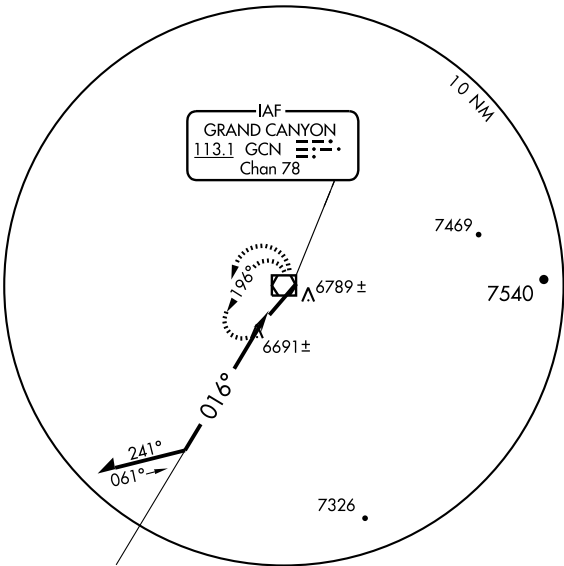


VOR RWY 3

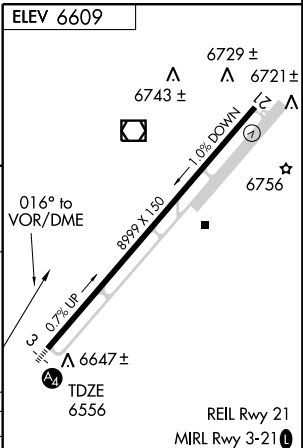
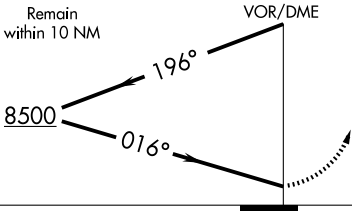
GRAND CANYON NATIONAL PARK (GCN)

VOR/DME GCN	APP CRS	Rwy Idg
113.1	016°	8999
Chan 78		TDZE 6556
		Apt Elev 6609

Inoperative table does not apply to S-3 Cat C.		MALS 	MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.	
ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95



Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.



CATEGORY	A	B	C	D
S-3	7100-3/4 544 (600-3/4)		7100-1 1/2 544 (600-1 1/2)	7100-1 3/4 544 (600-1 3/4)
CIRCLING	7140-1 531 (600-1)		7160-1 1/2 551 (600-1 1/2)	7220-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec					

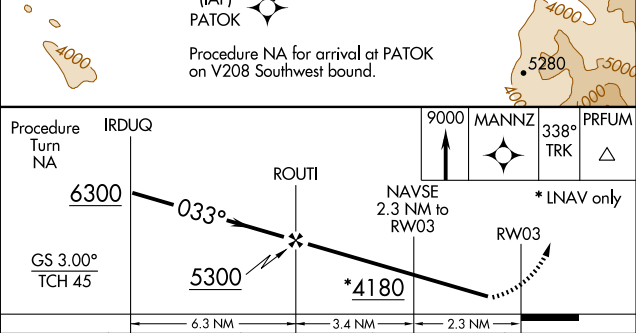
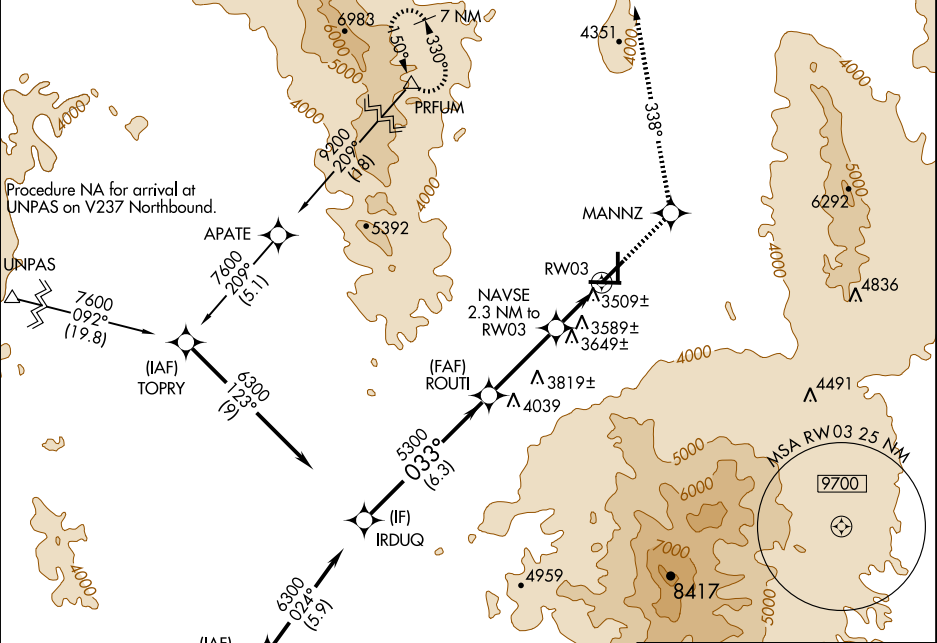
WAAS CH 86312 W03A	APP CRS 033°	Rwy Idg TDZE Apt Elev	6827 3412 3449
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RNAV (GPS) RWY 3
KINGMAN (IGM)

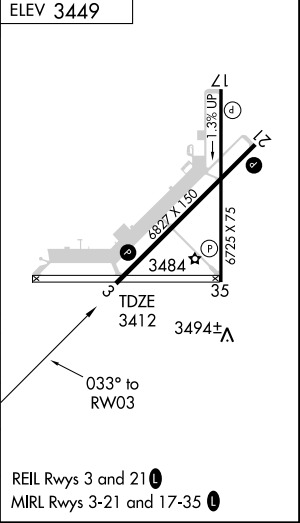
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
------------------------	---------------------------------	--



CATEGORY	A	B	C	D
LPV DA		3713-1	301 (400-1)	
LNAV/VNAV DA		3952-2	540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1½ 428 (500-1½)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2½)



▼

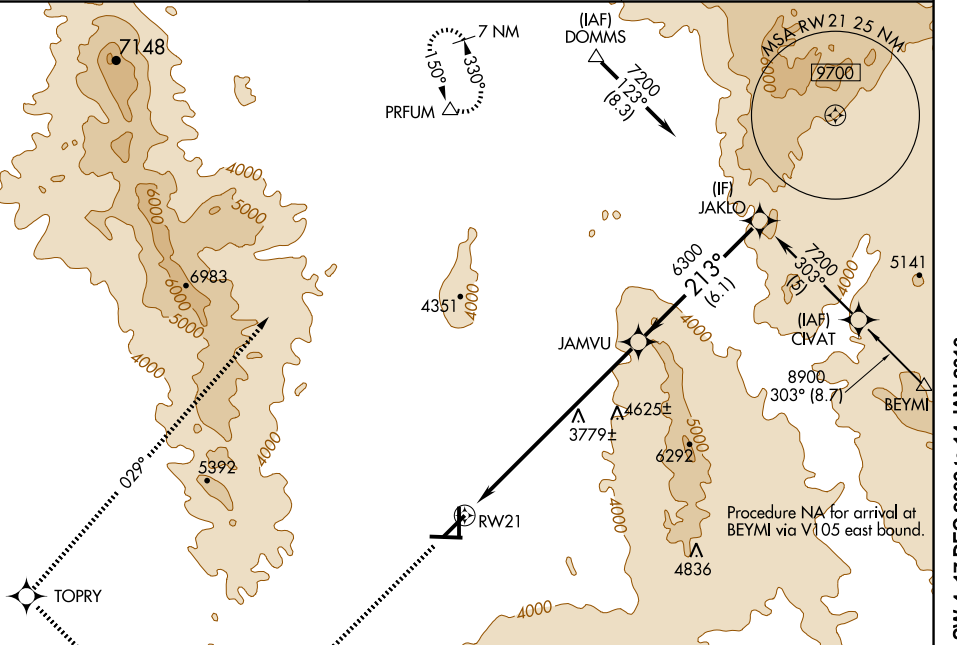
DME/DME RNP-0.3 NA.

▲NA

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
-----------------	--------------------------	--------------------------



ELEV 3449

9000

IRDUQ

303°

TOPRY

029°

PRFUM

↑

✱

TRACK

✱

TRACK

△

JAMVU

213°

6300

JAKLO

7200

Procedure Turn NA

GS 3.00°

TCH 45

8.8 NM

6.1 NM

CATEGORY

A

B

C

D

LPV

DA

3653-1

250 (300-1)

CIRCLING

3980-1

4020-1

4020-1½

4140-2¼

531 (600-1)

571 (600-1)

571 (600-1½)

691 (700-2¼)

213° to RW21

1.3% UP

6827 X 150

3484

6725 X 75

3494±

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

TDZE

3403

SW-4. 17 DEC 2009 to 14 JAN 2010

VOR/DME IGM 108.8 Chan 25	APP CRS 190°	Rwy Idg TDZE Apt Elev 6827 3403 3449
---	------------------------	--

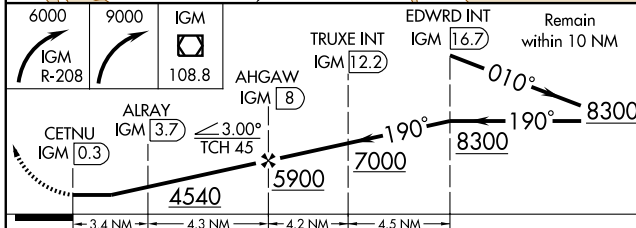
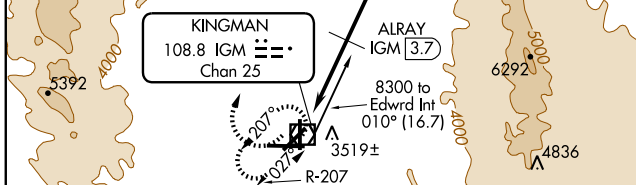
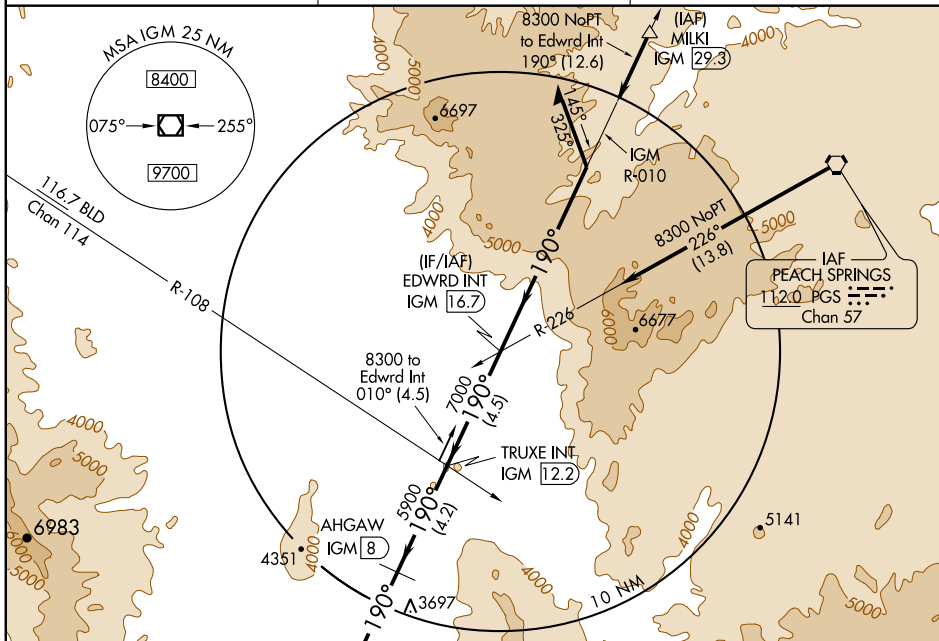
VOR/DME RWY 21

KINGMAN (IGM)

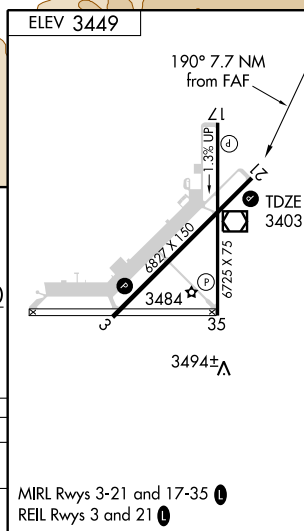
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
------------------------	---------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-21	3880-1	477 (500-1)	3880-1½ 477 (500-1½)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2½)



MIRL Rwy 3-21 and 17-35 0
REIL Rwy 3 and 21 0

VORTAC EED 115.2 Chan 99	APP CRS 139°	Rwy Idg TDZE Apt Elev	N/A N/A 783
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VOR/DME or GPS-A
LAKE HAVASU CITY (HII)

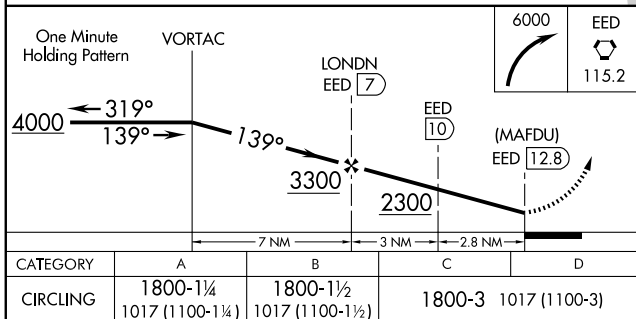
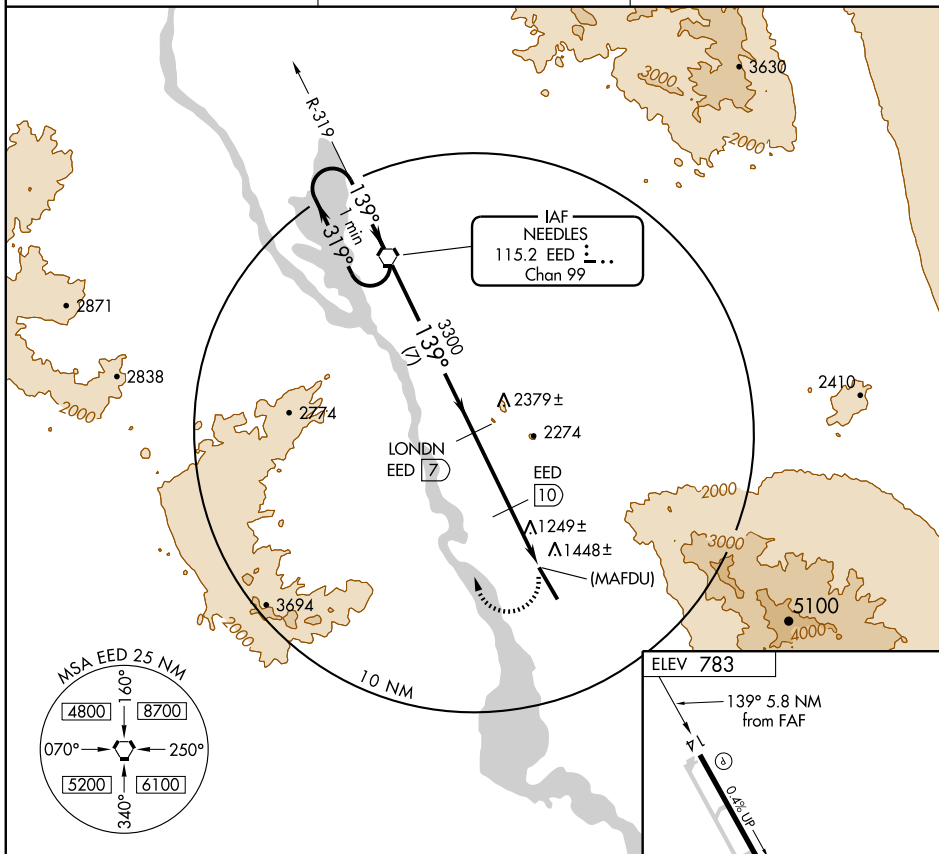


Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

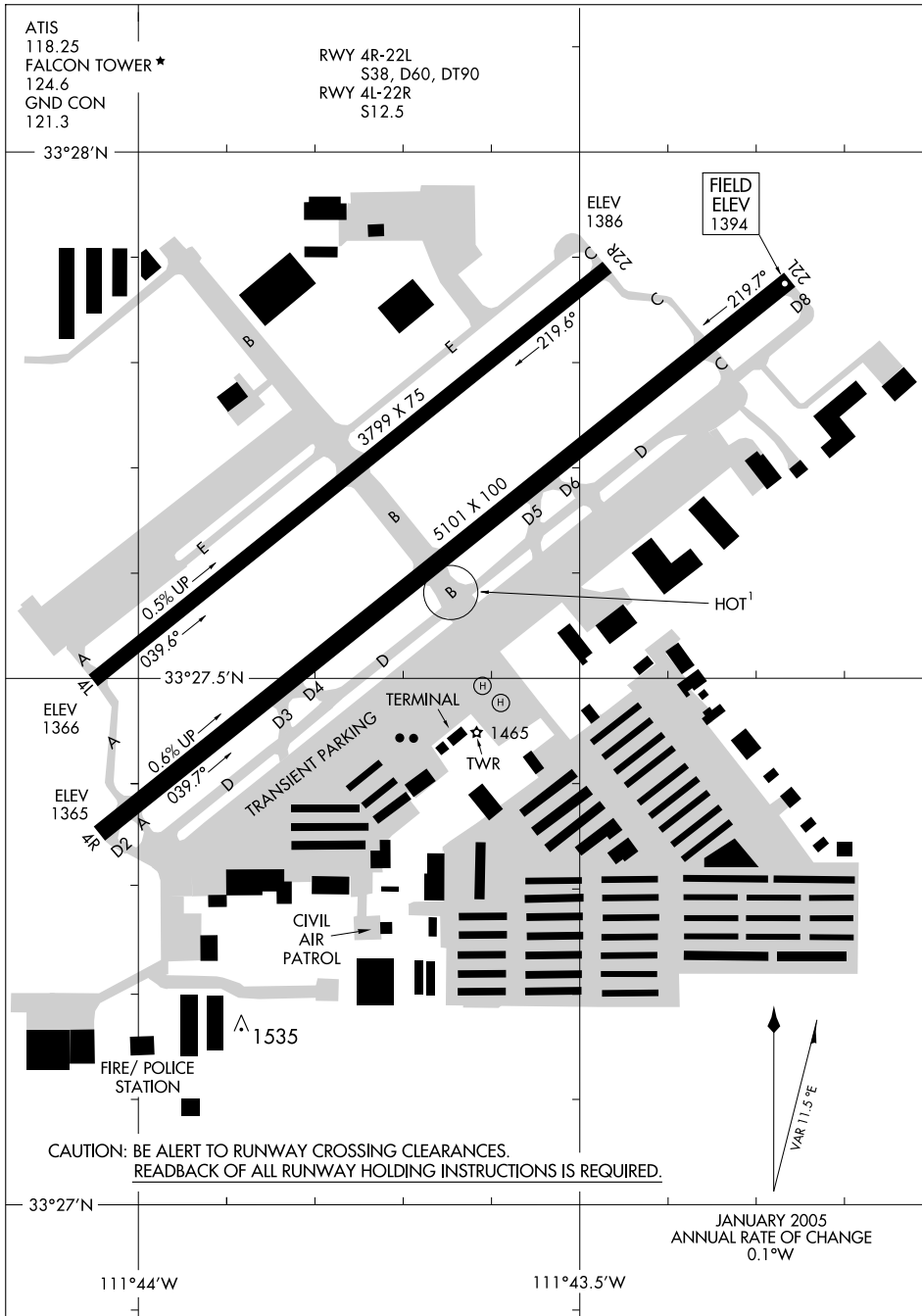
AWOS-3
119.025 364

LOS ANGELES CENTER
134.65 314.2

UNICOM
122.7 (CTAF) **L**

REIL Rwy 14 and 32
MIRL Rwy 14-32 **L**

AIRPORT DIAGRAM



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

...
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence
... From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to find approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to find approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

BLYTHE
 117.4 BLH
 Chan 121
 N33°30.97' - W113°53.33
 SALOM
 PHOENIX
 115.6 PXR
 PHOENIX-MESA GATEWAY ATIS
 133.5 270 275
 CHANDLER WINDPARK
 128.325

BUCKEYE
110.6 BXK
Chan 43

PHOENIX
115.6 PXR 
Chan 103

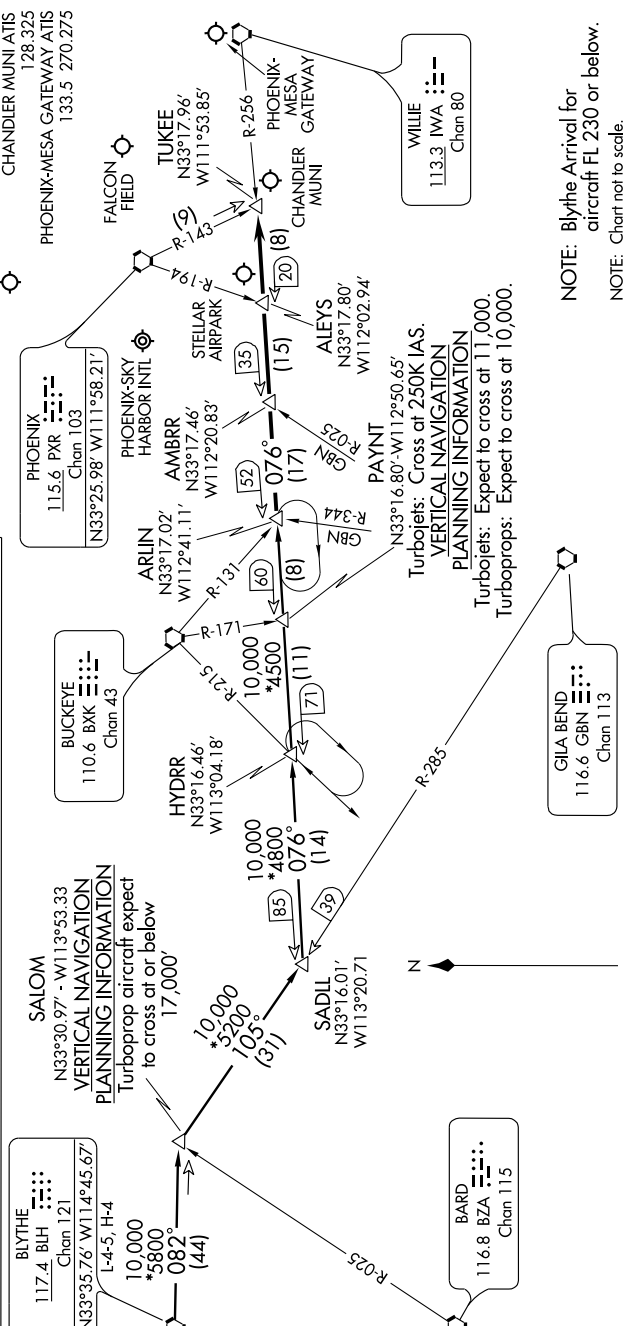
WILLIE
113.3 IWA :-
Chan 80

GILA BEND
116.6 GBN
Chan 113

BARD
116.8 BZA
Chan 115

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.



SW-1 17 DEC 2009 to 14 JAN 2010

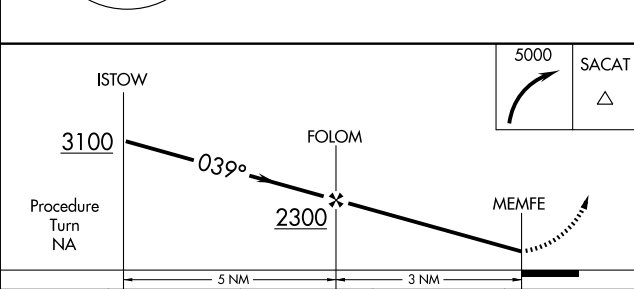
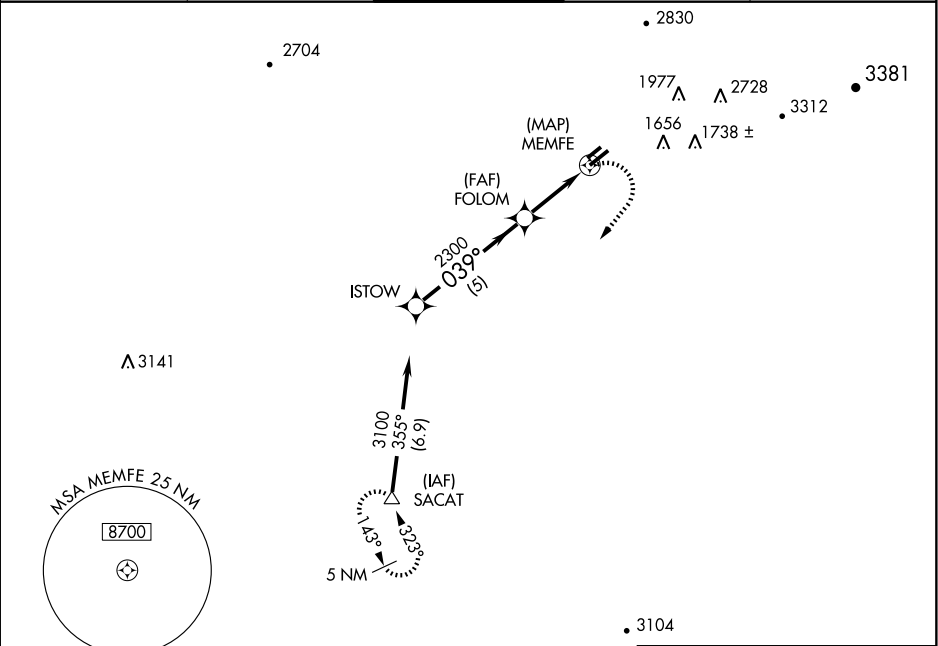
APP CRS	Rwy Idg	5101
039°	TDZE	1381
	Apt Elev	1392

GPS RWY 4R
MESA/FALCON FIELD (F'F'Z)

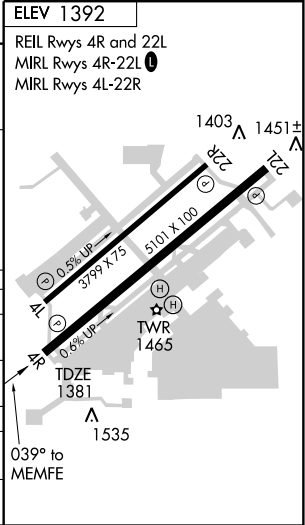
When control tower closed, use Phoenix Sky Harbor
altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT
WP and hold.

ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER ★ 124.6 (CTAF)	GND CON 121.3	UNICOM 122.95
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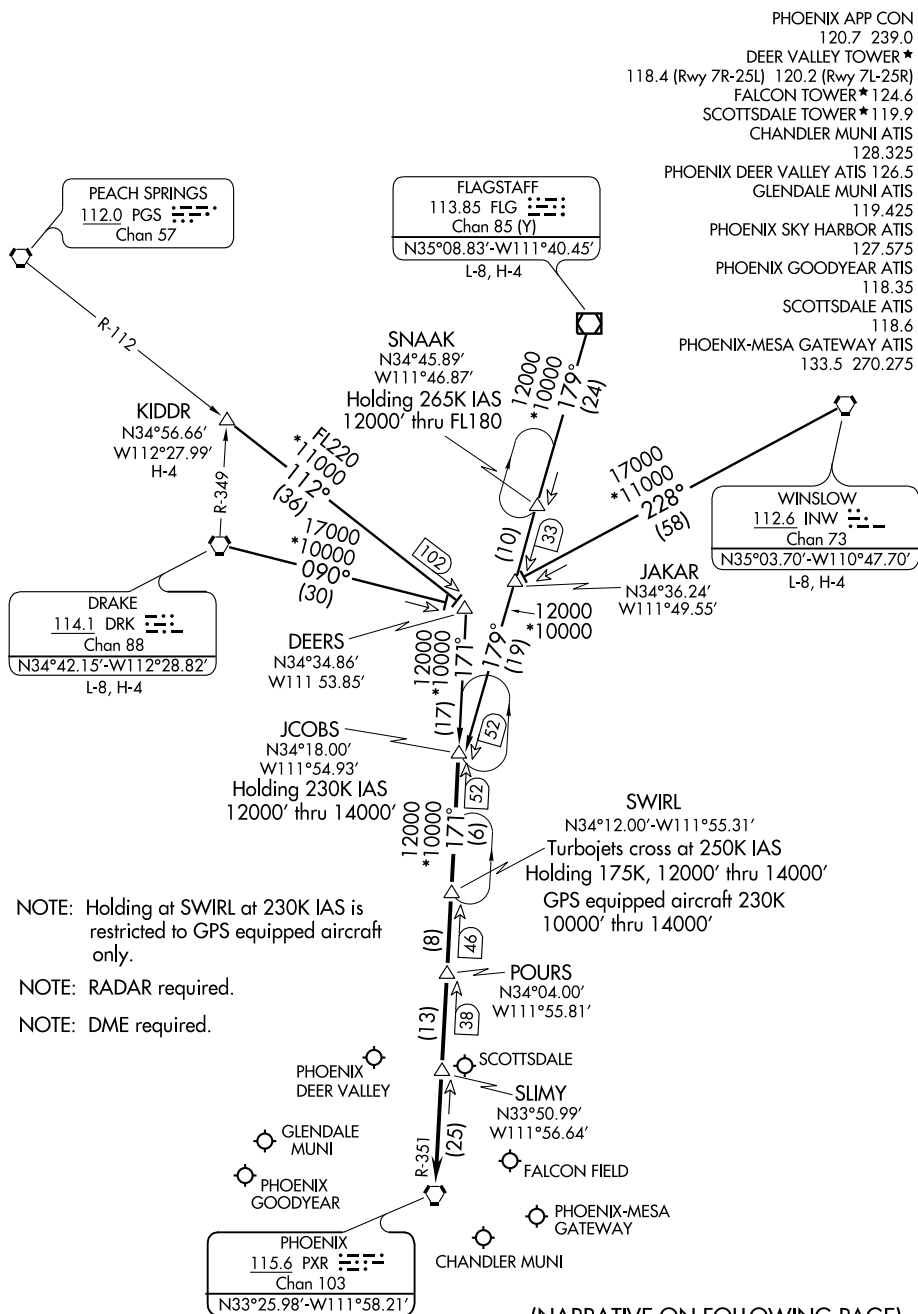


CATEGORY	A	B	C	D
S-4R	1800-1	419 (500-1)	1800-1¼ 419 (500-1¼)	NA
CIRCLING	1860-1	468 (500-1)	1860-1½ 468 (500-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
S-4R	1860-1	479 (500-1)	1860-1¼ 479 (500-1¼)	NA
CIRCLING	1940-1	548 (600-1)	1940-1½ 548 (600-1½)	NA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

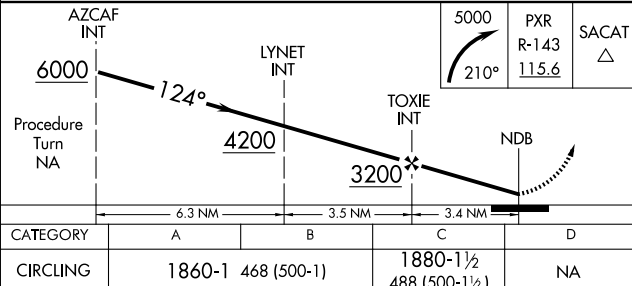
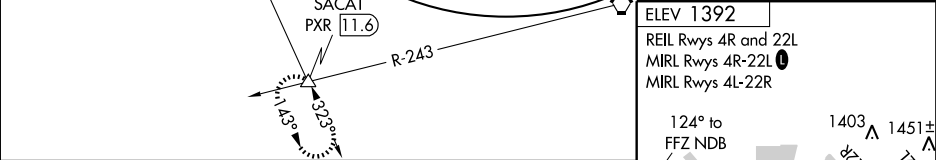
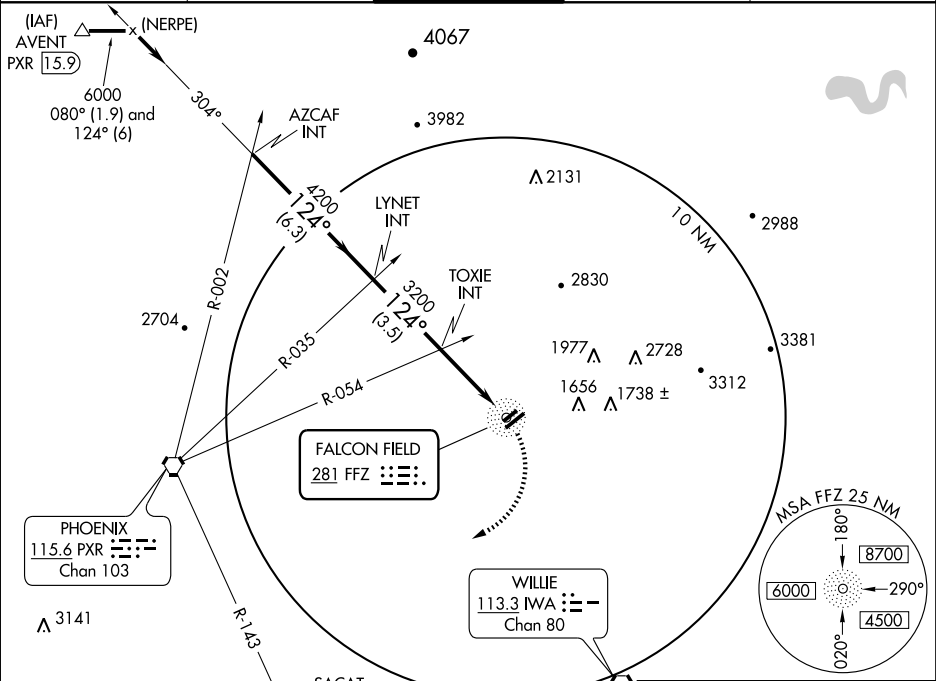
NDB FFZ 281	APP CRS 124°	Rwy Idg TDZE Apt Elev	N/A N/A 1392
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NDB or GPS-A
MESA/FALCON FIELD (F'F'Z)

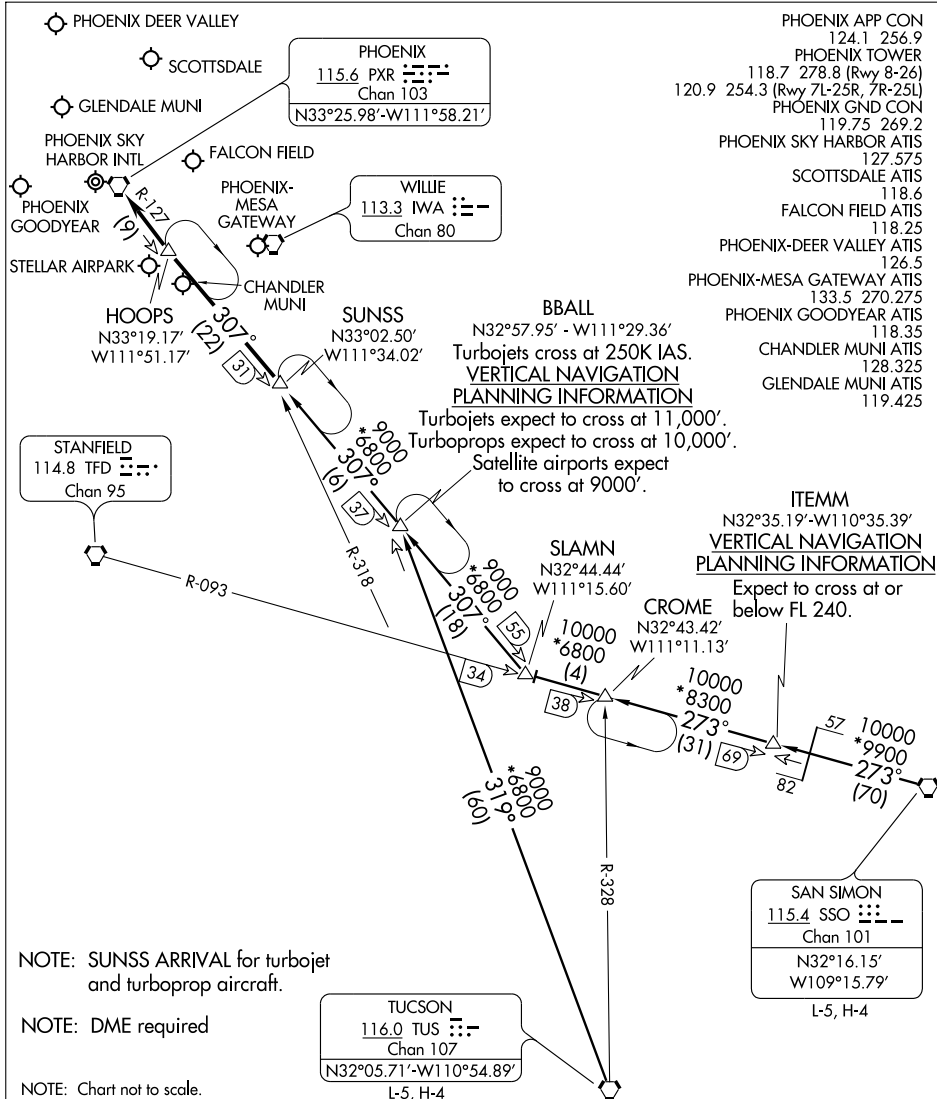
When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT Int/PXR 11.6 DME and hold.

ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER ★ 124.6 (CTAF)	GND CON 121.3	UNICOM 122.95
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PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS					Knots				
CIRCLING	1860-1	468 (500-1)	1880-1½	NA	60	90	120	150	180
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS					Min:Sec				
CIRCLING	1920-1	528 (600-1)	1940-1½	NA					
			548 (600-1½)						



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

NDB or GPS-C

NOGALES INTL (OLS)

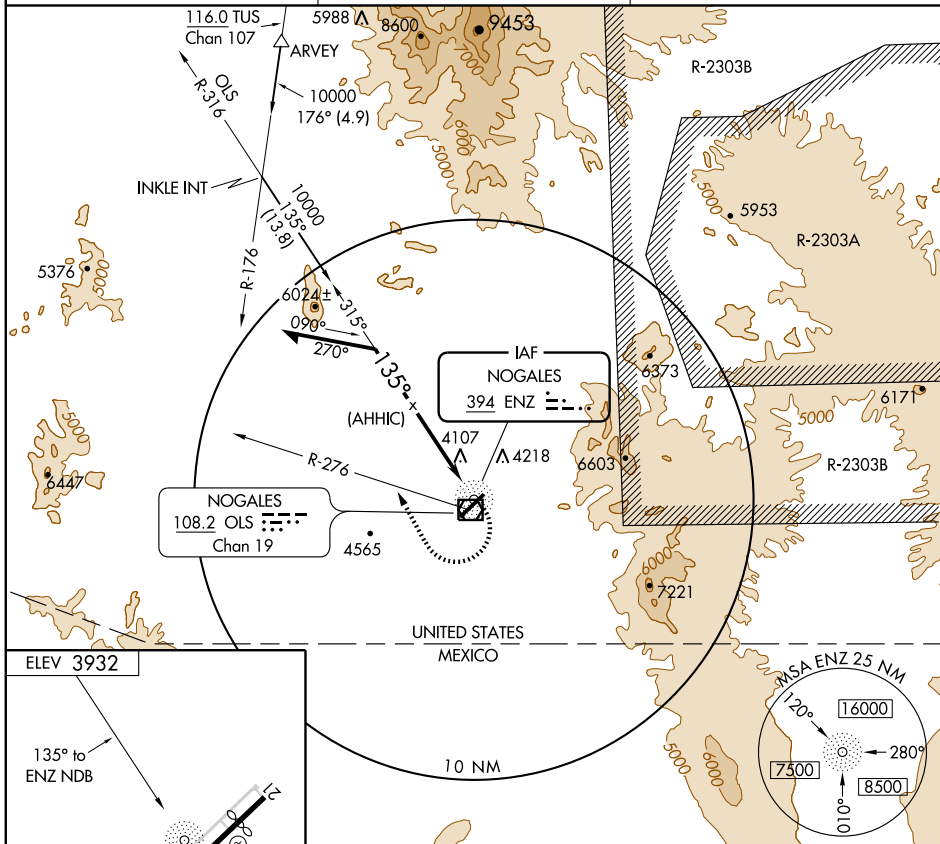
NDB ENZ 394	APP CRS 135°	Rwy Idg TDZE Apt Elev N/A N/A 3932
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


NA

MISSED APPROACH: Climbing right turn to 8300 via OLS VOR/DME R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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<div>Remain within 10 NM</div> <div><div><div>7500</div><div>315°</div><div>(AHHIC)</div><div>135°</div></div><div><div>NDB</div><div>4 NM</div></div></div>		<div><div>8300</div><div>OLS</div><div>R-276</div></div> <div><div>10000</div><div></div></div> <div><div>OLS</div><div></div><div>108.2</div></div>		
CATEGORY	A	B	C	D
CIRCLING	6580-1¼ 2648 (2700-1¼)	6580-1½ 2648 (2700-1½)	6580-3	2648 (2700-3)

NOGALES ONE DEPARTURE (OBSTACLE)

TUCSON
116.0 TUS
Chan 107
N32°05.71'-W110°54.89'
L-5, H-4

ASOS 121.125
TUCSON DEP CON
125.1 269.55
UNICOM
122.8 (CTAF)

TAKE-OFF MINIMUMS

Rwy 3: 300-1¼ with minimum climb of 335' per NM to 7000 or 1300-3 for climb in visual conditions.

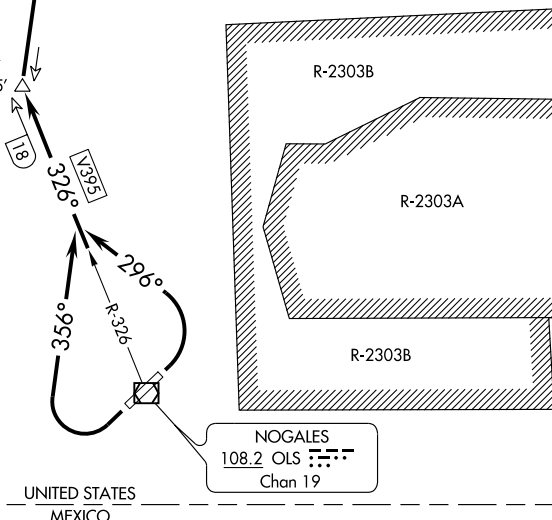
Rwy 21: Standard with minimum climb of 350' per NM to 7000 or 1300-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Trees and bushes beginning 123' from DER, 88' right of centerline, 98' AGL/4253' MSL. Trees and poles beginning 335' from DER, 13' left of centerline, up to 67' AGL/4087' MSL.

Rwy 21: Bush 117' from DER, 49' right of centerline, 5' AGL/3842' MSL. Bush 119' from DER, 201' left of centerline, up to 5' AGL/3844' MSL.

ARVEY
N31°41.64'
W110°58.85'



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 296° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogaes Intl airport at or above 5100' then climb via OLS R-326 to ARVEY, Thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 356° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogaes Intl airport above 5100' then climb via OLS R-326 to ARVEY, thence....

...via TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.

NOGALES, ARIZONA

AL-6151 (FAA)

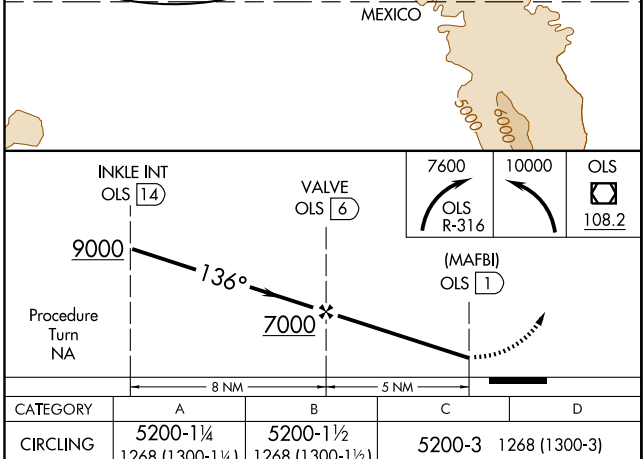
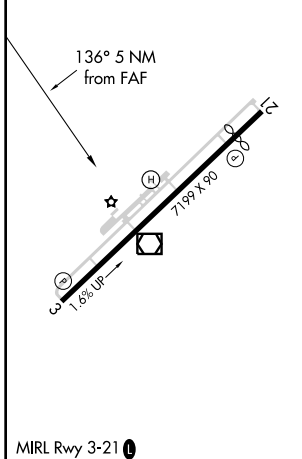
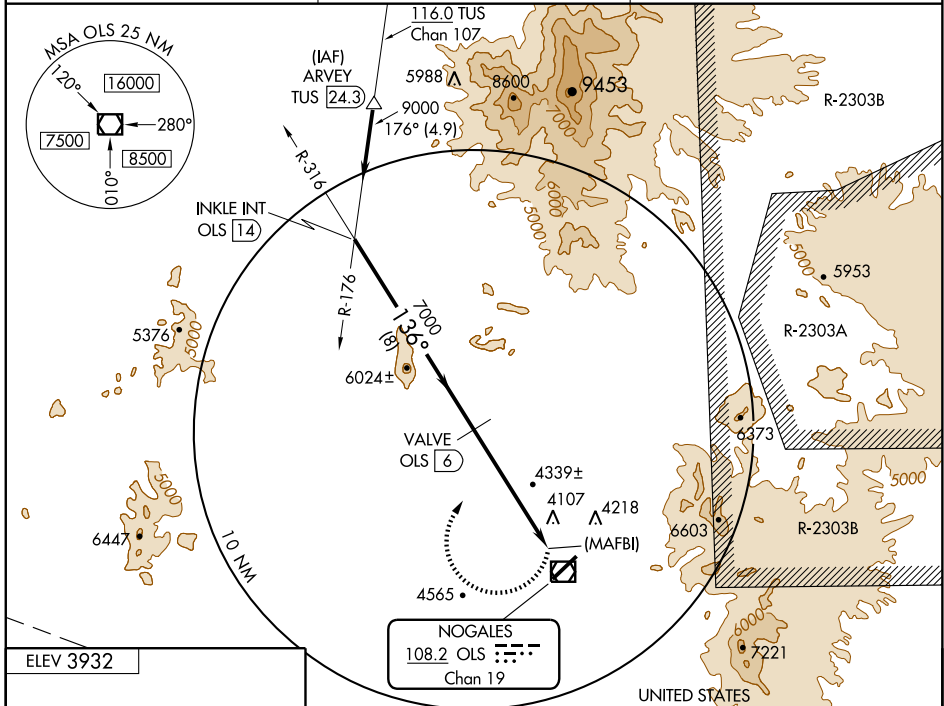
VOR/DME OLS 108.2 Chan 19	APP CRS 136°	Rwy Idg TDZE Apt Elev N/A N/A 3932
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VOR/DME or GPS-B

NOGALES INTL (OLS)

<p>NA</p>	<p>MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.</p>
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ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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SW-4, 17 DEC 2009 to 14 JAN 2010

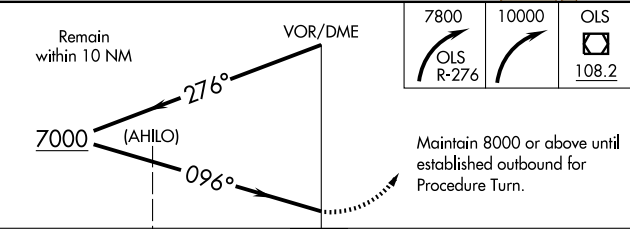
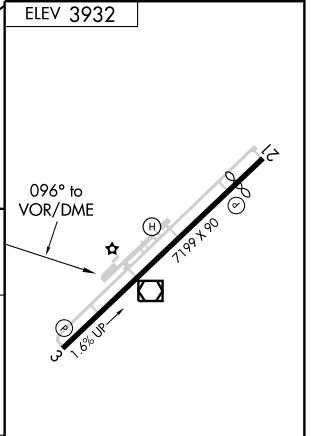
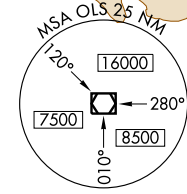
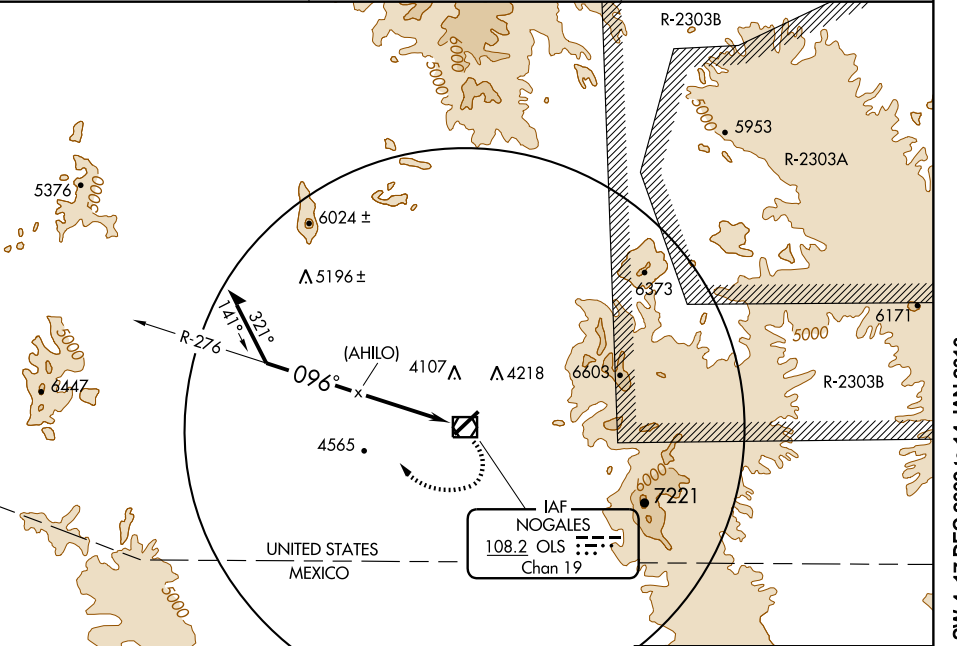
VOR/DME OLS 108.2 Chan 19	APP CRS 096°	Rwy Idg TDZE Apt Elev N/A 3932
---	------------------------	--

▼

▲ NA

MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then dimbing right turn to 10000 direct OLS VOR/DME.

ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	5500-1¼ 1568 (1600-1¼)	5500-1½ 1568 (1600-1½)	5500-3 1568 (1600-3)	

MIRL Rwy 3-21

SW-4. 17 DEC 2009 to 14 JAN 2010

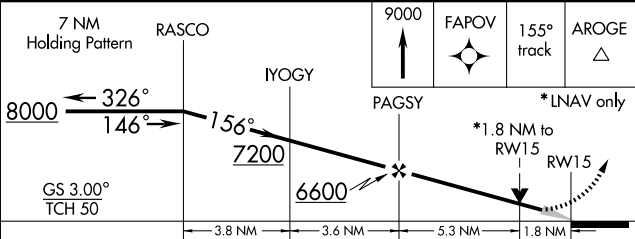
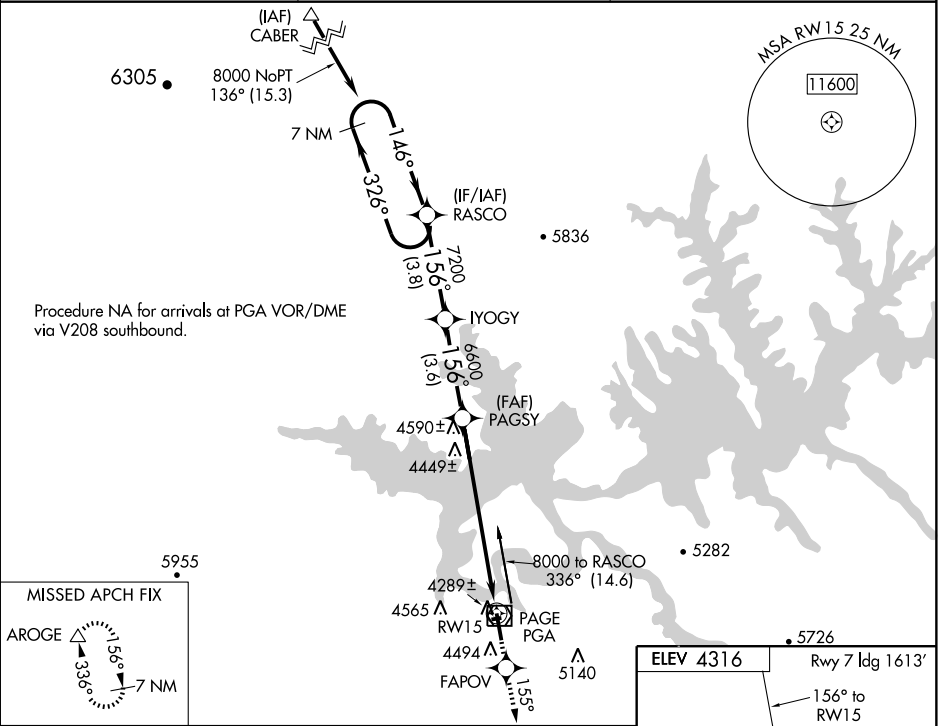
WAAS CH 45604 W15A	APP CRS 156°	Rwy Idg TDZE Apt Elev	5950 4264 4316
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RNAV (GPS) RWY 15
PAGE MUNI (PGA)

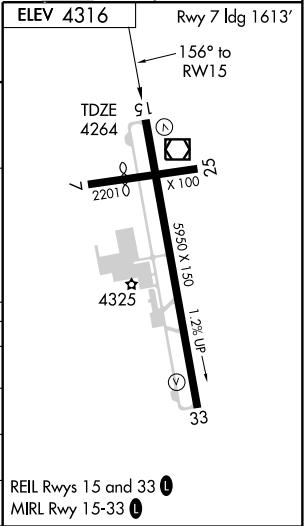
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105° F).
DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

ASOS 120.625	DENVER CENTER 127.55 343.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	4599-1¼ 335 (300-1¼)			
LNAV/VNAV DA	4670-1½ 406 (400-1½)			
LNAV MDA	4860-1 596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)	
CIRCLING	4860-1 544 (600-1)	4860-1½ 544 (600-1½)	4920-2 604 (700-2)	



VOR/DME PGA 117.6 Chan 123	APP CRS 147°	Rwy Idg TDZE Apt Elev	N/A N/A 4310
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VOR-B

PAGE MUNI (PGA)

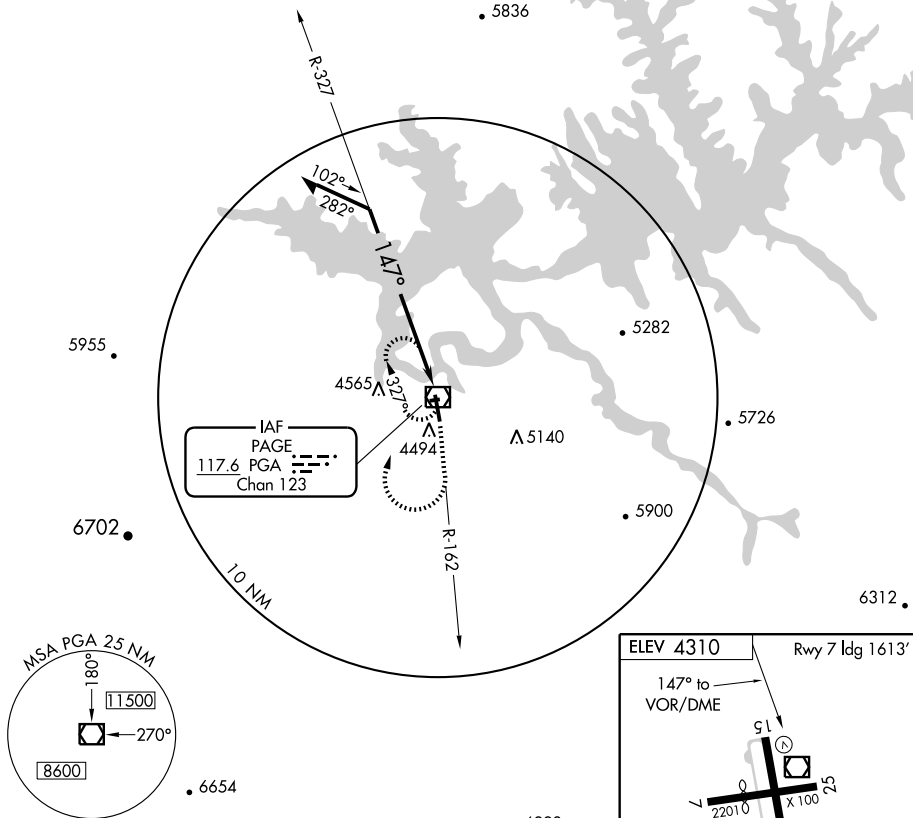
T
A NA Circling not authorized to Rwy 7-25.

MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

ASOS
120.625

DENVER CENTER
127.55 343.95

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

VOR/DME

6700

47°

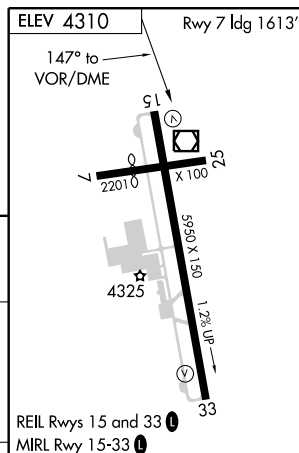
1

6000
↑
PGA
R-162

7000

PGA

 117.6



REIL Rwy 15 and 33 **L**
MIRL Rwy 15-33 **L**

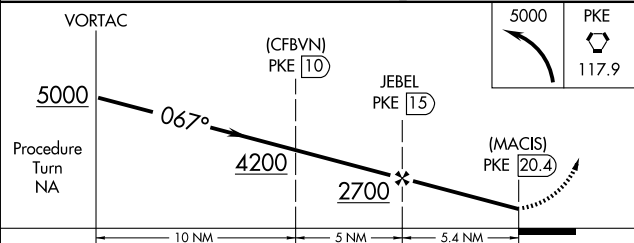
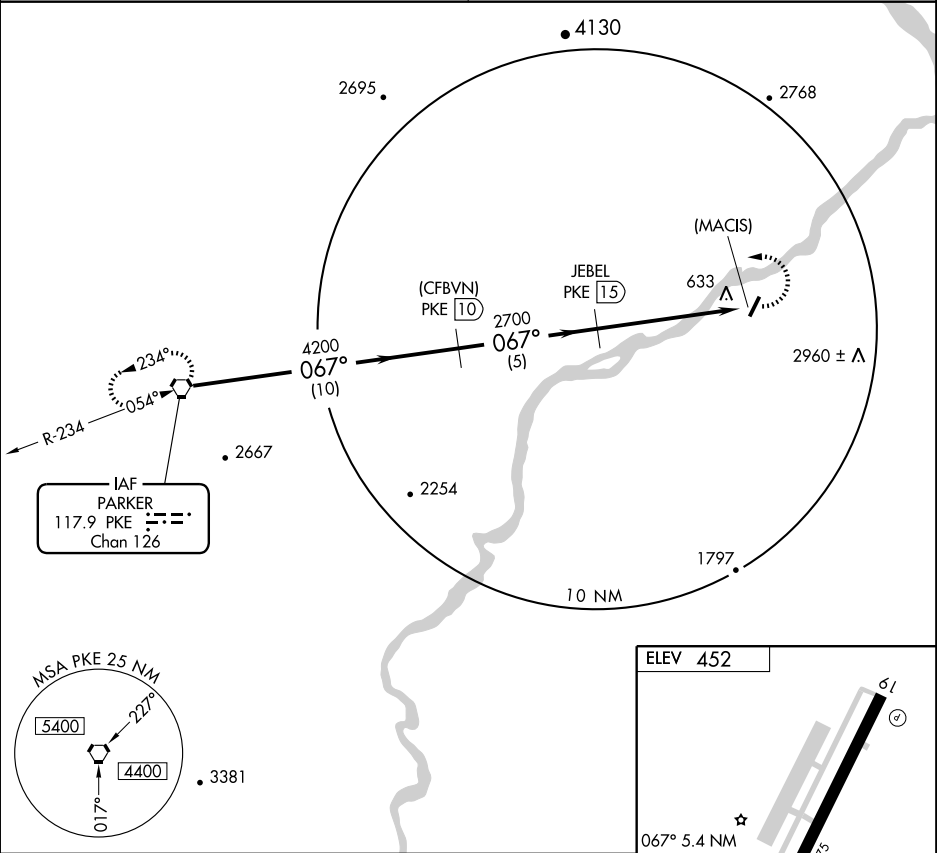
CATEGORY	A	B	C	D						
CIRCLING	5200-1¼ 890 (900-1¼)		5200-2¾ 890 (900-2¾)	5200-3 890 (900-3)	Knots	60	90	120	150	180
					Min:Sec					

VORTAC PKE	APP CRS	Rwy Idg	N/A
117.9	067°	TDZE	N/A
Chan 126		Apt Elev	452

VOR/DME or GPS-A
PARKER/ AVI SUQUILLA (P20)

<div><div></div><div>NA</div></div> <div>Use Blythe, CA altimeter setting; when not received, procedure not authorized.</div>	MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.
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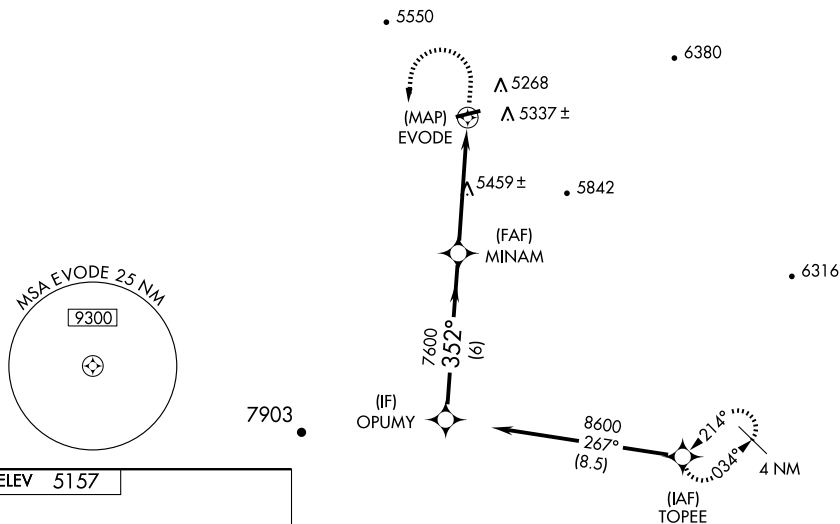
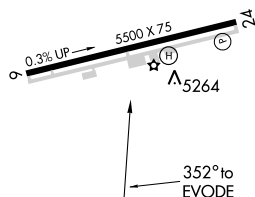
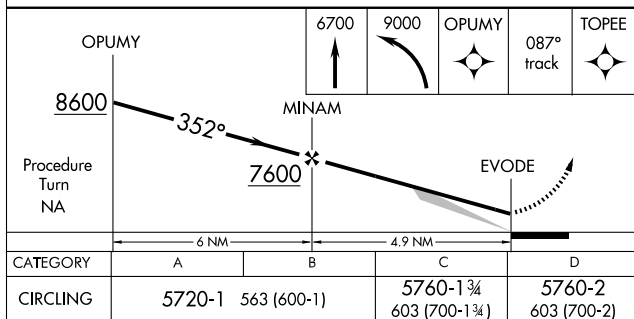
LOS ANGELES CENTER 128.15 285.6	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1900-1¼ 1448 (1500-1¼)	1900-1½ 1448 (1500-1½)	1900-3 1448 (1500-3)	NA	Min:Sec					

APP CRS
352°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
5157**RNAV (GPS)-A**
PAYSON (PAN)**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

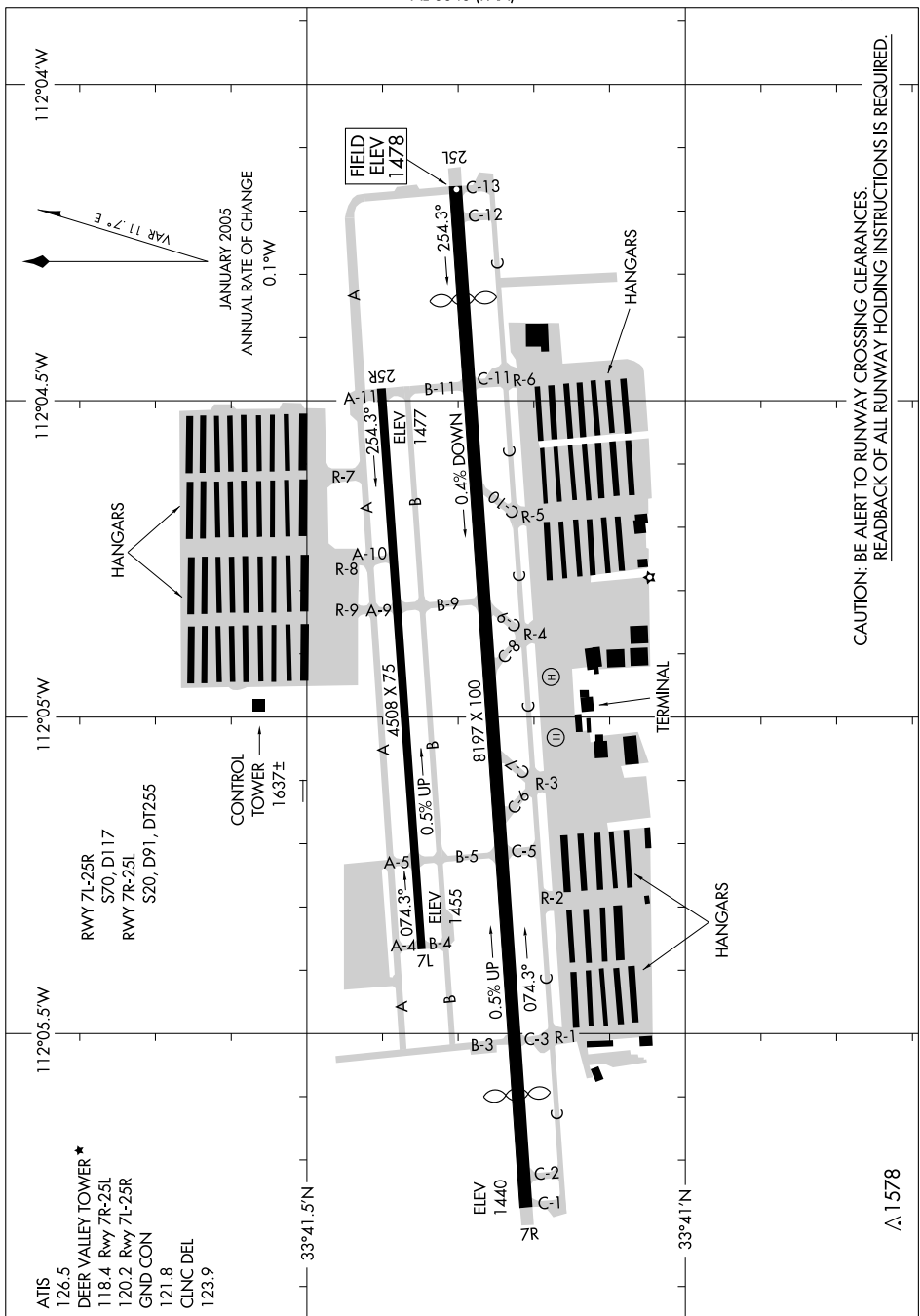
MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

AWOS-3
119.325ALBUQUERQUE CENTER
132.9 239.05UNICOM
122.8 (CTAF) 1ELEV **5157**MRL Rwy 6-24 **1**

AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)
PHOENIX, ARIZONA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

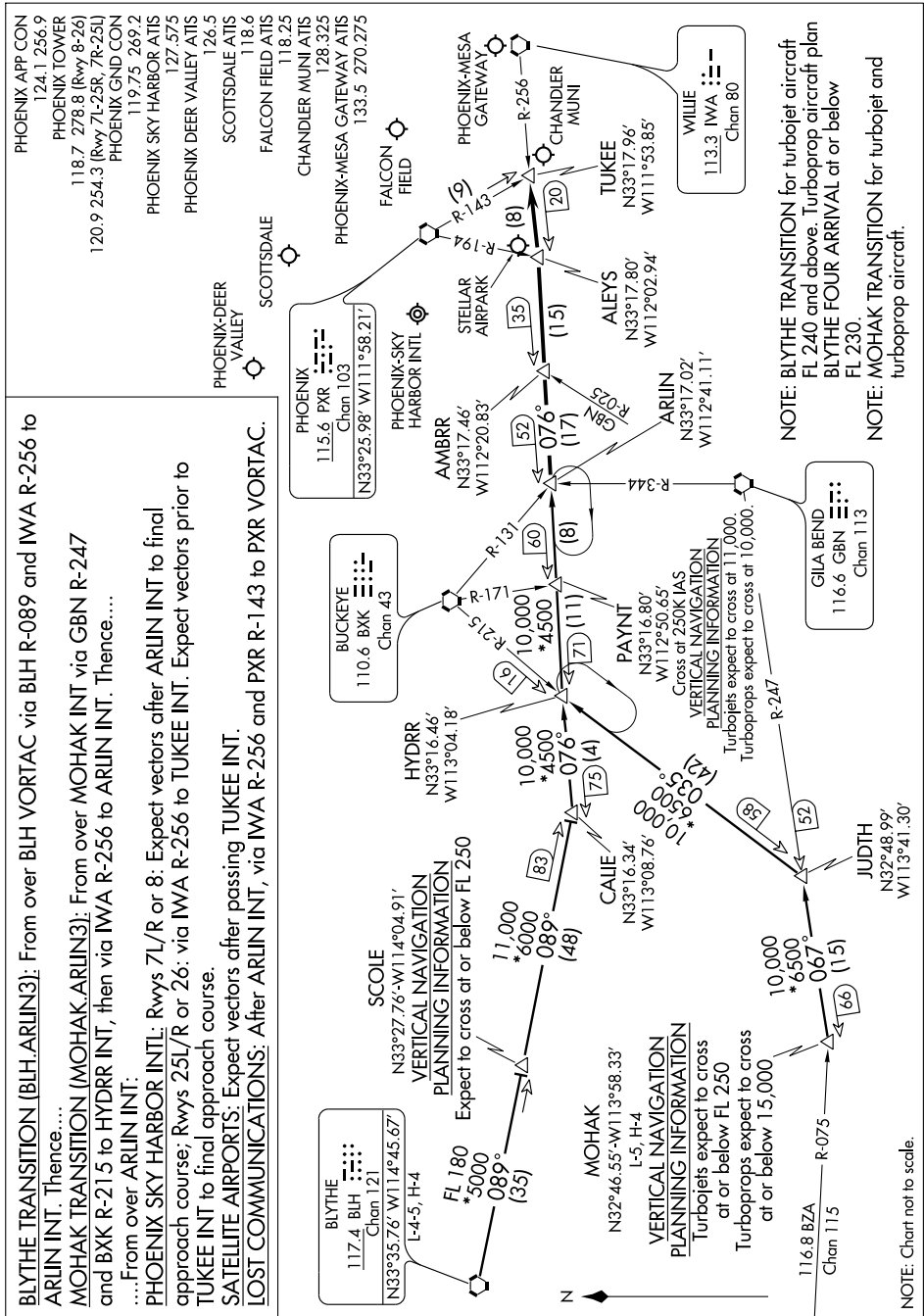
SW-4. 17 DEC 2009 to 14 JAN 2010

△ 1578

ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

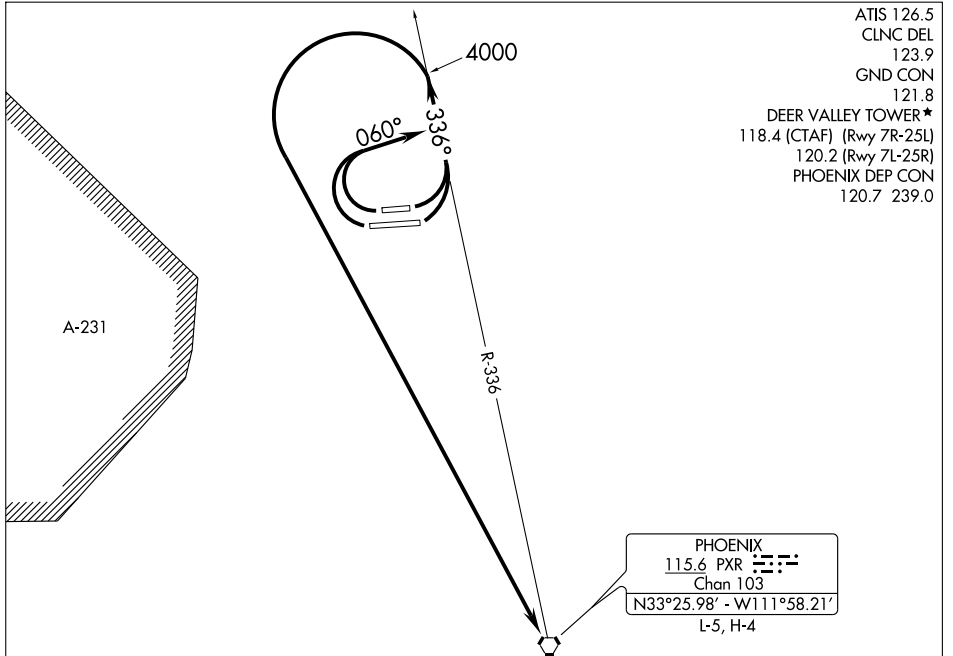


NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

SW-4. 17 DEC 2009 to 14 JAN 2010

DEERVALLEY ONE DEPARTURE (OBSTACLE)

**TAKE-OFF MINIMUMS**

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.

Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.

Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.

Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.

Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

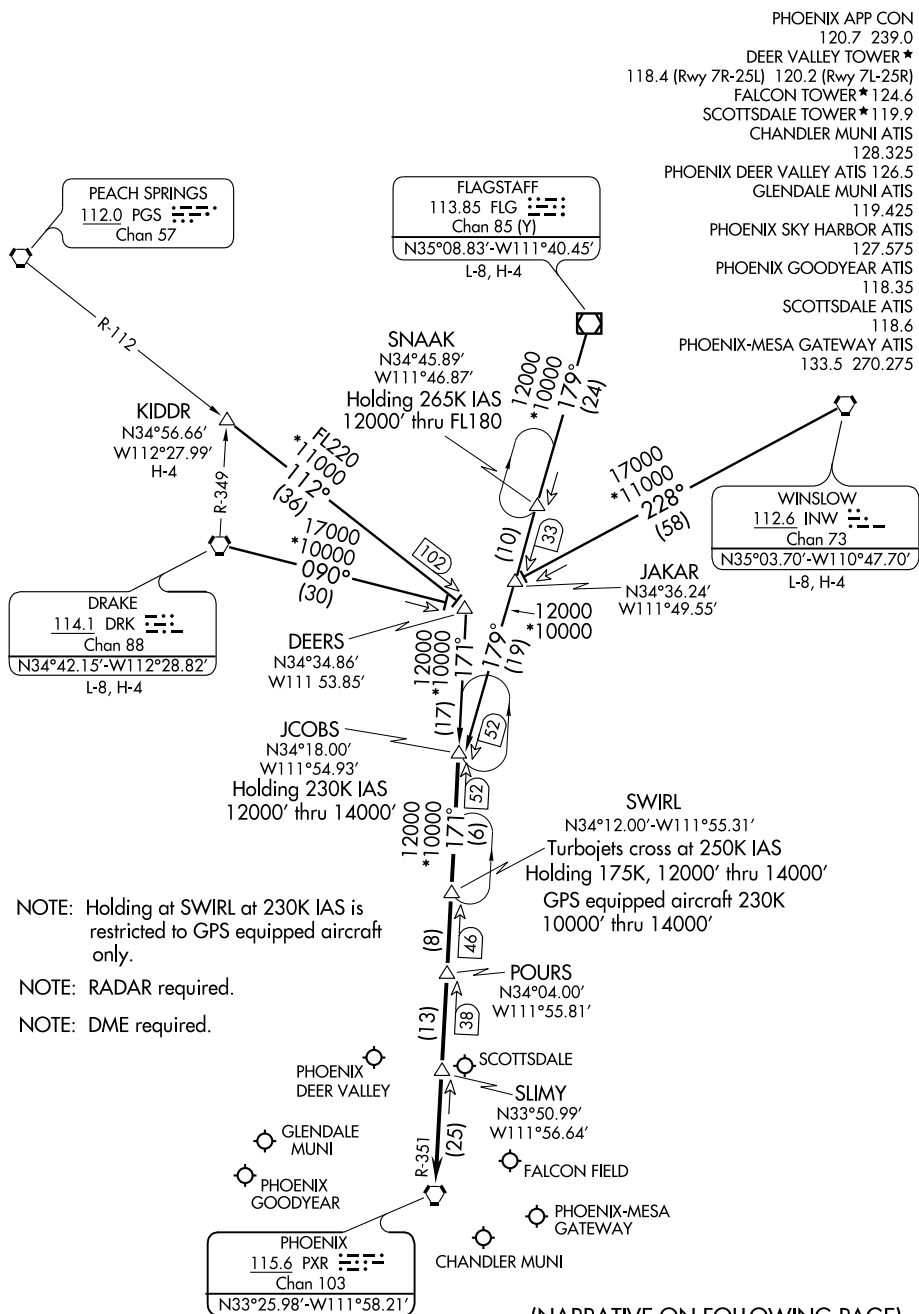
TAKE-OFF RUNWAYS 7L/R: Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

TAKE-OFF RUNWAYS 25L/R: Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

APP CRS	Rwy Idg	N/A
254°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-B PHOENIX DEER VALLEY (DVT)

▼ DME/DME RNP-0.3 NA.
▲ When VGSI inop, circling to Rwy 25R NA at night.
Circling not authorized at night north of Rwy 7R-25L.
If local altimeter setting not received, use Phoenix Sky Harbor
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 6000 direct CEBEM and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

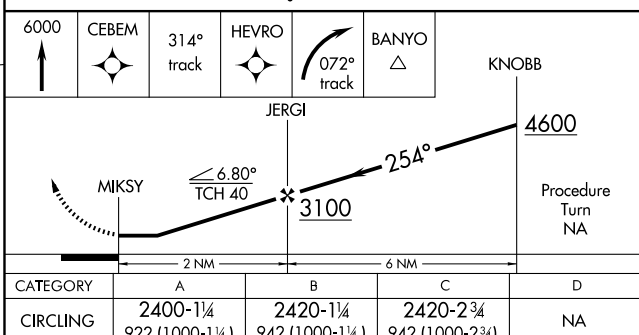
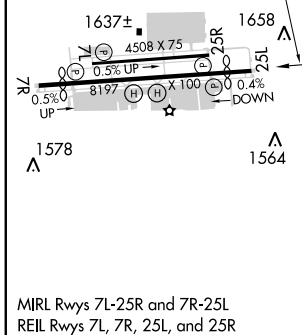
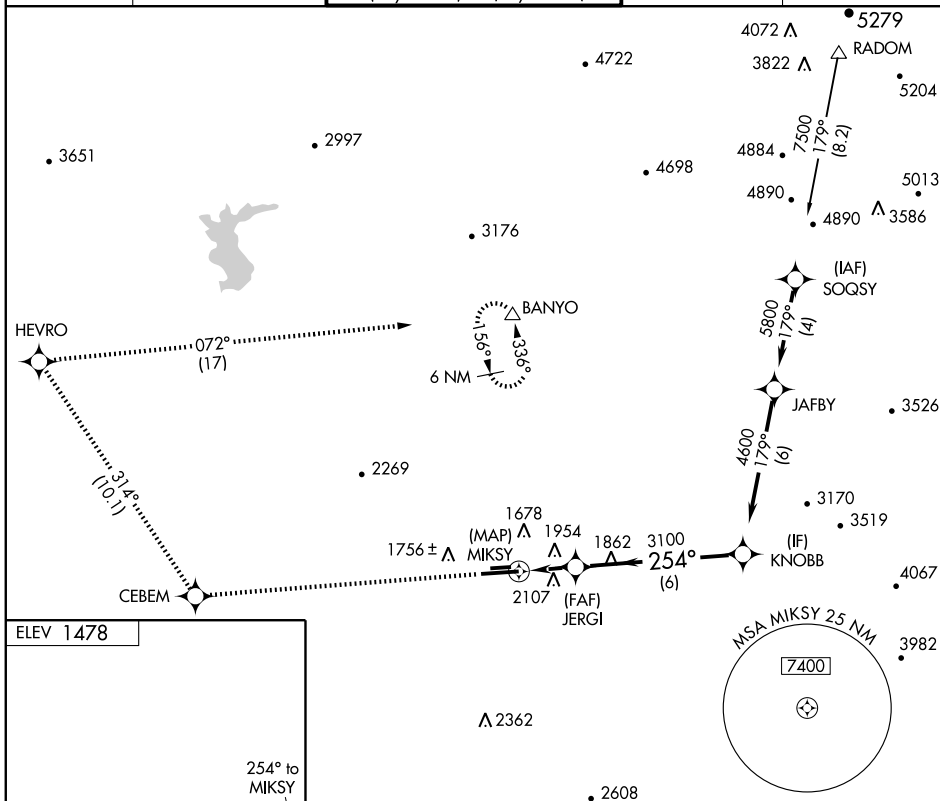
ATIS
126.5

PHOENIX APP CON
120.7 239.0

DEER VALLEY TOWER ★	
118.4 (CTAF)	120.2
(Rwy 7R-25L)	(Rwy 7L-25R)

GND CON
121.8

CLNC DEL
123.9



APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	1478

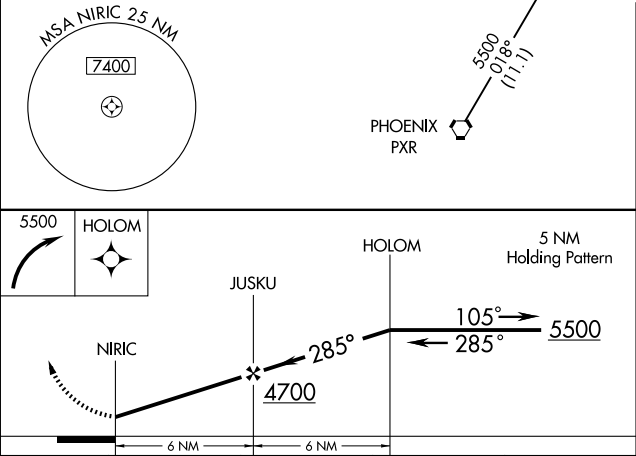
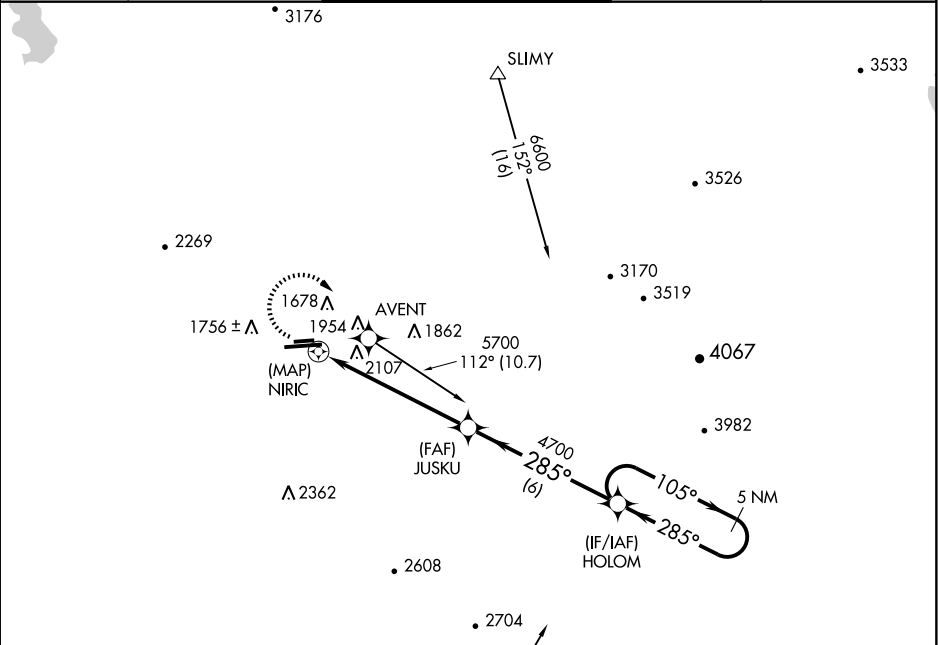
RNAV (GPS)-C
PHOENIX DEER VALLEY (DVT)

▼ DME/DME RNP-0.3 NA.

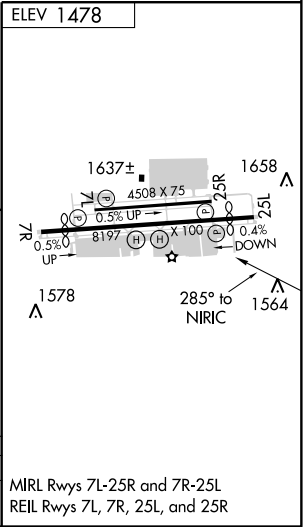
▲ Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct HOLOM and hold, continue climb-in-hold to 5500.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2480-3 1002 (1100-3)



MIRL Rwy 7L-25R and 7R-25L
REIL Rwy 7L, 7R, 25L, and 25R

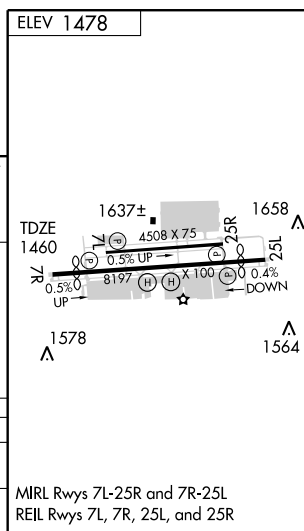
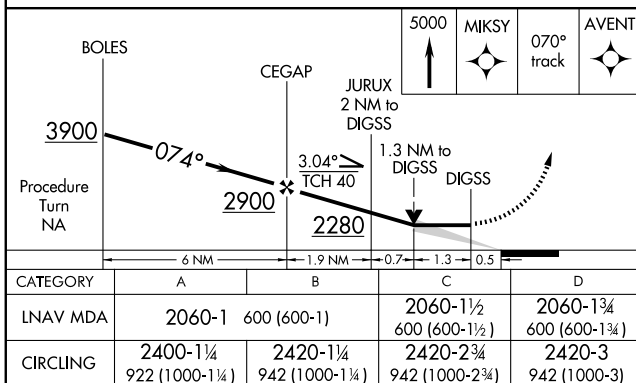
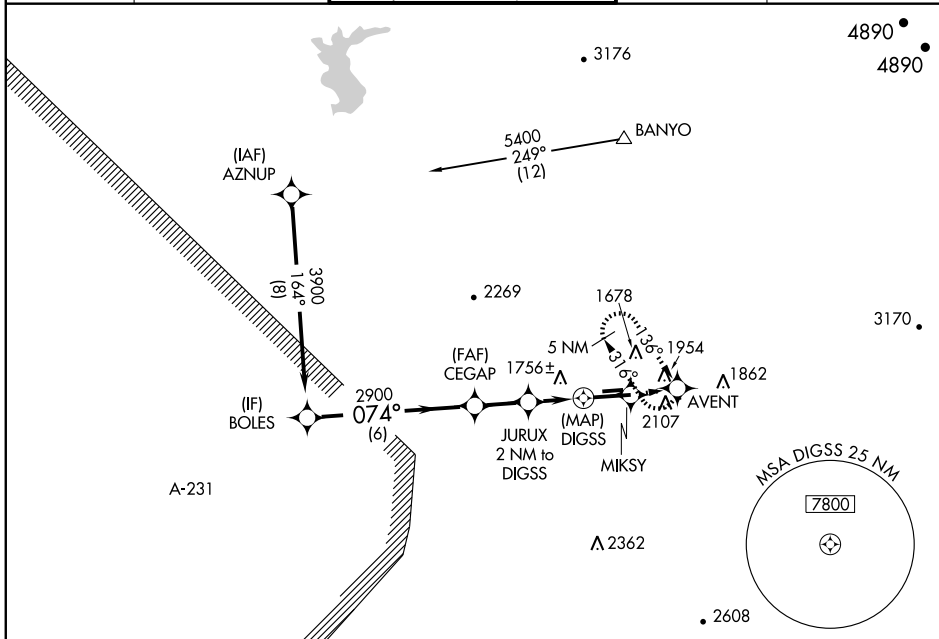
APP CRS 074°	Rwy Idg TDZE Apt Elev	7299 1460 1478
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RNAV (GPS) RWY 7R
PHOENIX DEER VALLEY (DVT)

T DME/DME RNP-0.3 NA.
A Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climb to 5000 direct MIKSY and via 070° track to AVENT and hold, continue climb-in-hold to 5000.



ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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WAAS CH 90117 W25A	APP CRS 254°	Rwy Idg 7280 TDZE 1475 Apt Elev 1478
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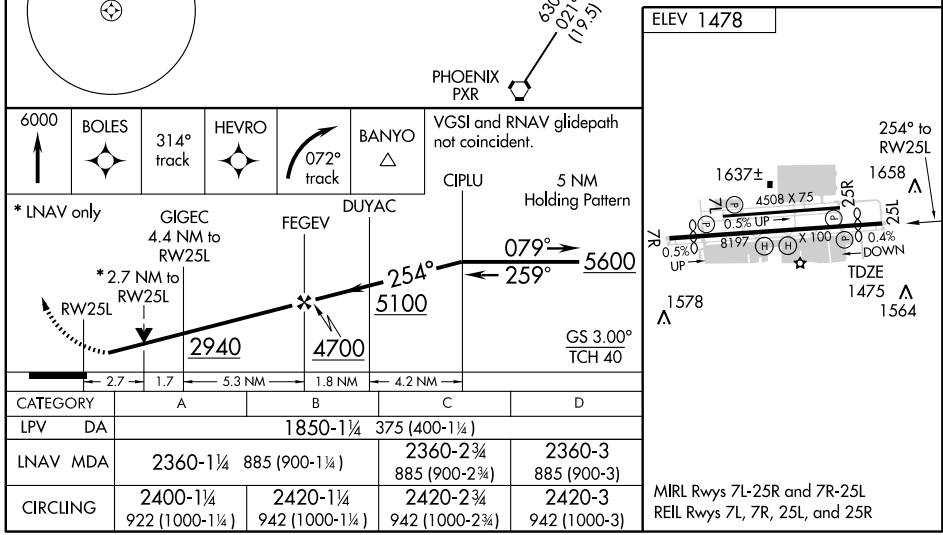
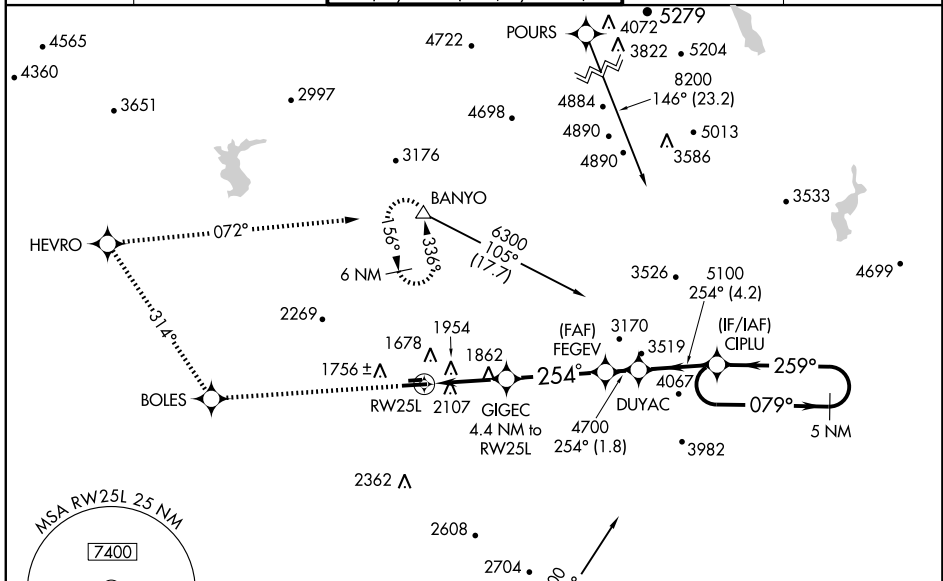
RNAV (GPS) RWY 25L

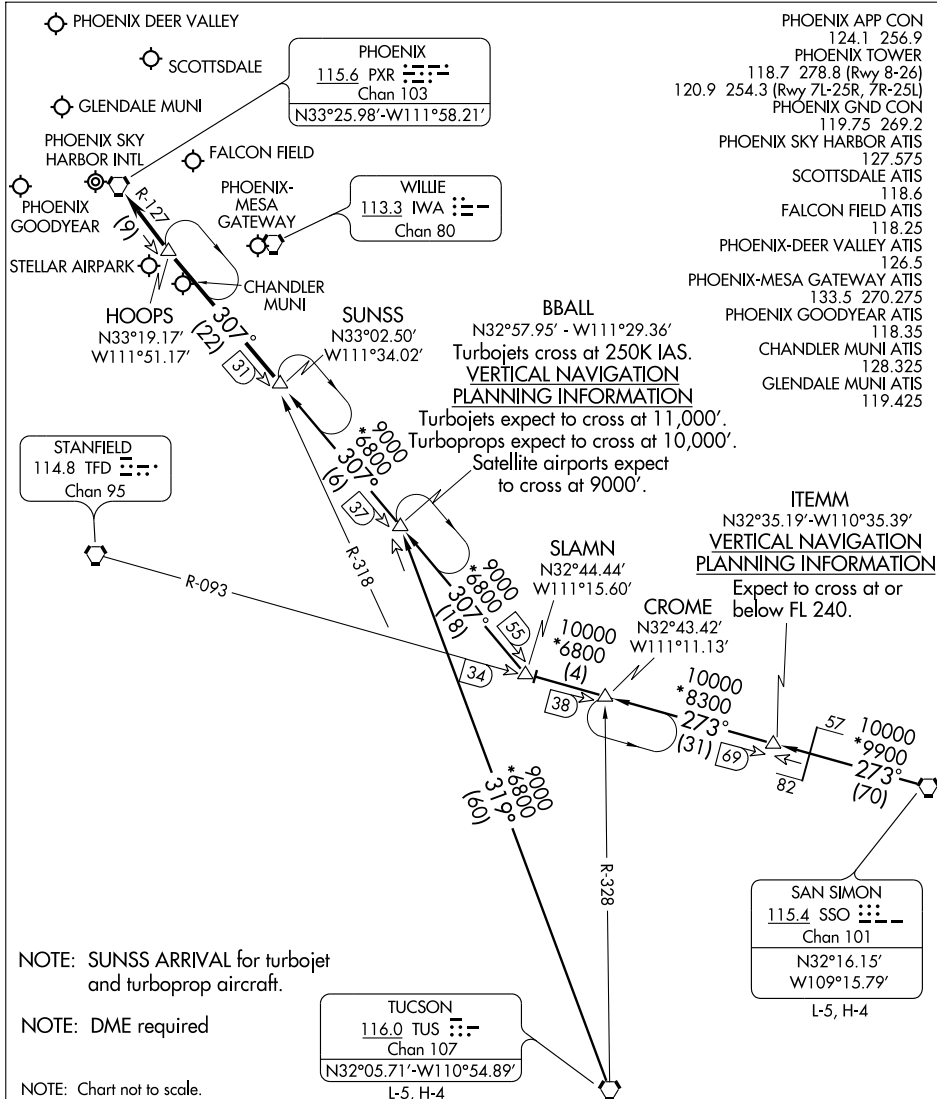
PHOENIX DEER VALLEY (DVT)

	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
	<p>Circling not authorized north of Rwy 7R-25L at night.</p> <p>When VGSi inoperative, circling to Rwy 25R not authorized at night.</p> <p>If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 100 feet.</p> <p>VDP NA when using Phoenix Sky Harbor Intl altimeter setting.</p>

MISSED APPROACH: Climb to 6000 direct BOLES, and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

AIRPORT DIAGRAM

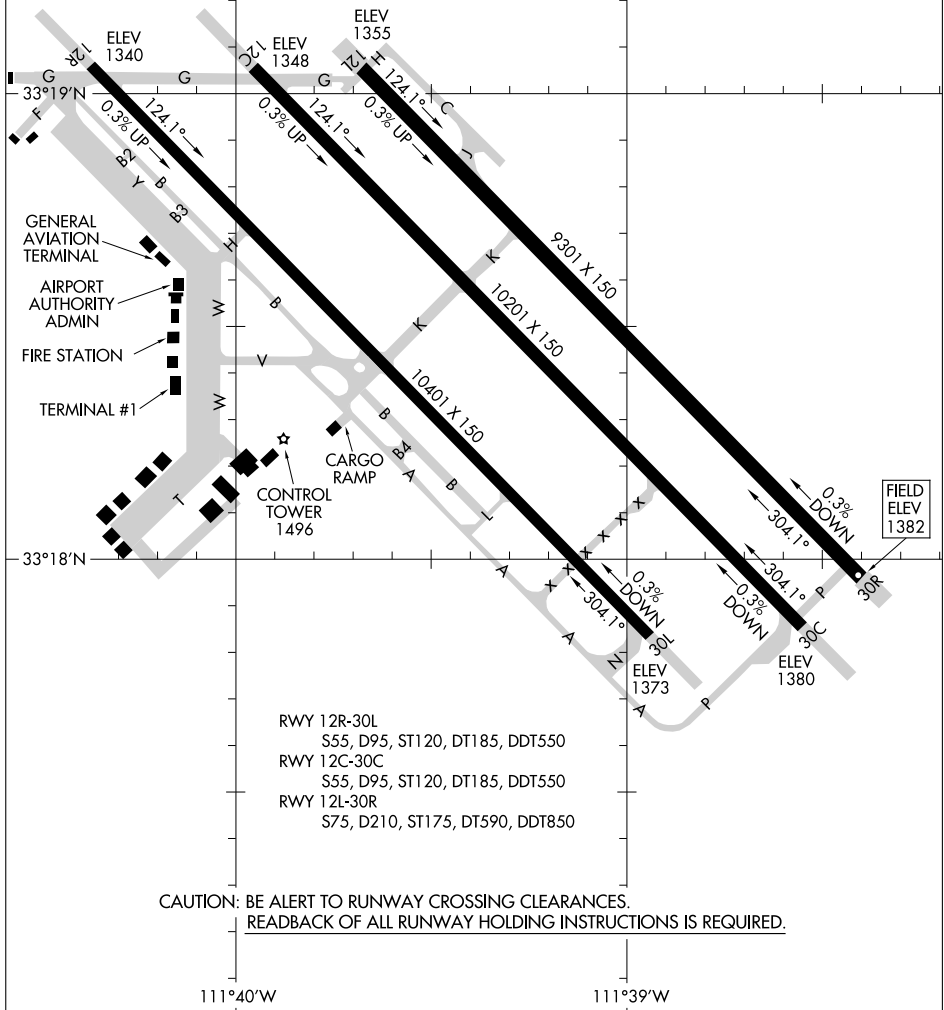
AL-74 (FAA)

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

ATIS
133.5 270.275
GATEWAY TOWER ★
120.6 (CTAF) 289.4 WEST
124.75 379.225 EAST
GND CON
128.25 275.8
CLNC DEL
135.05

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

VAR 11.5° E

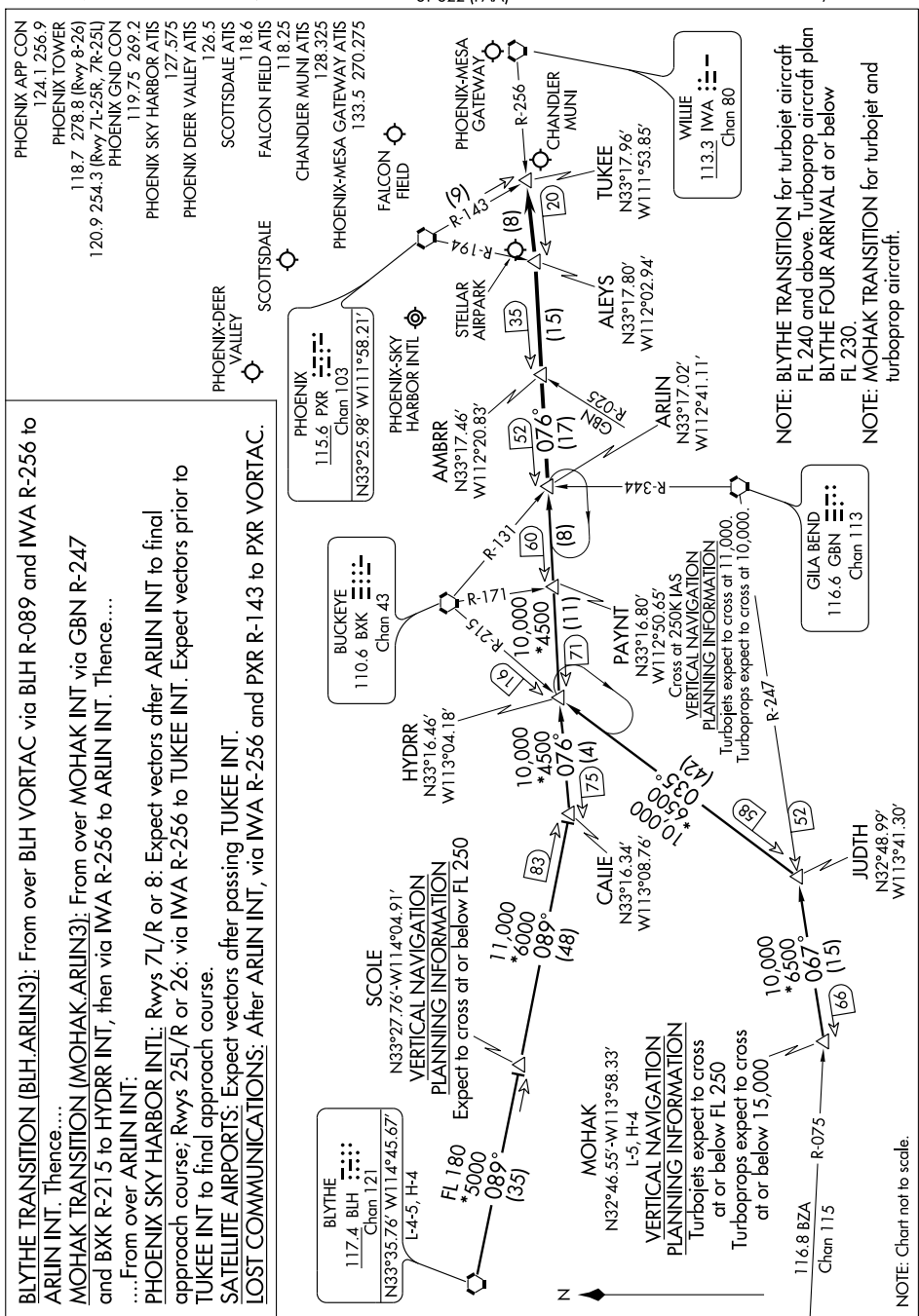


SW-4, 17 DEC 2009 to 14 JAN 2010

ARLIN THREE ARRIVAL

ST-322 (FAA)

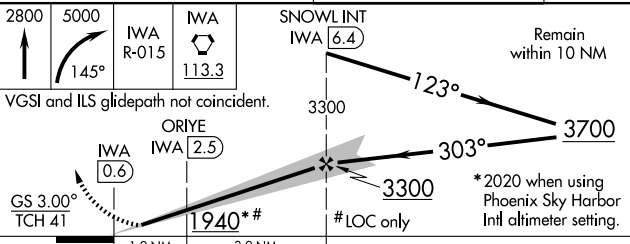
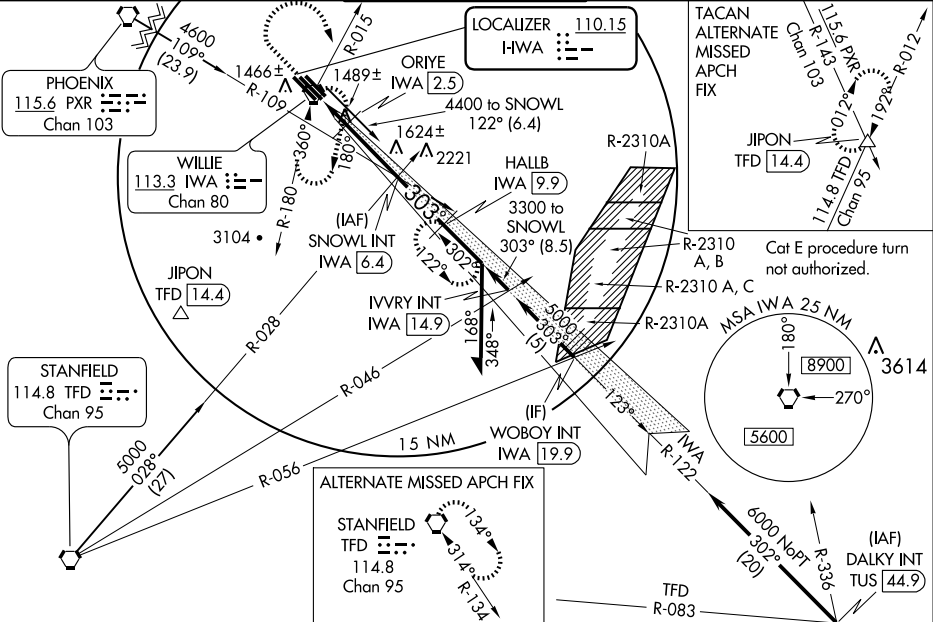
PHOENIX, ARIZONA



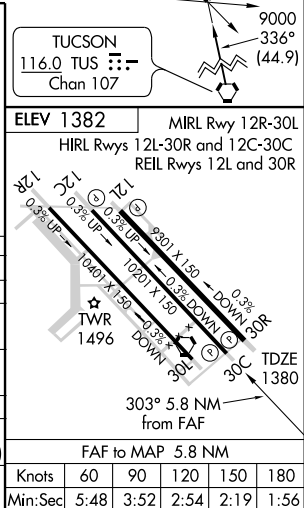
⚠ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ½ mile, Cat E ½ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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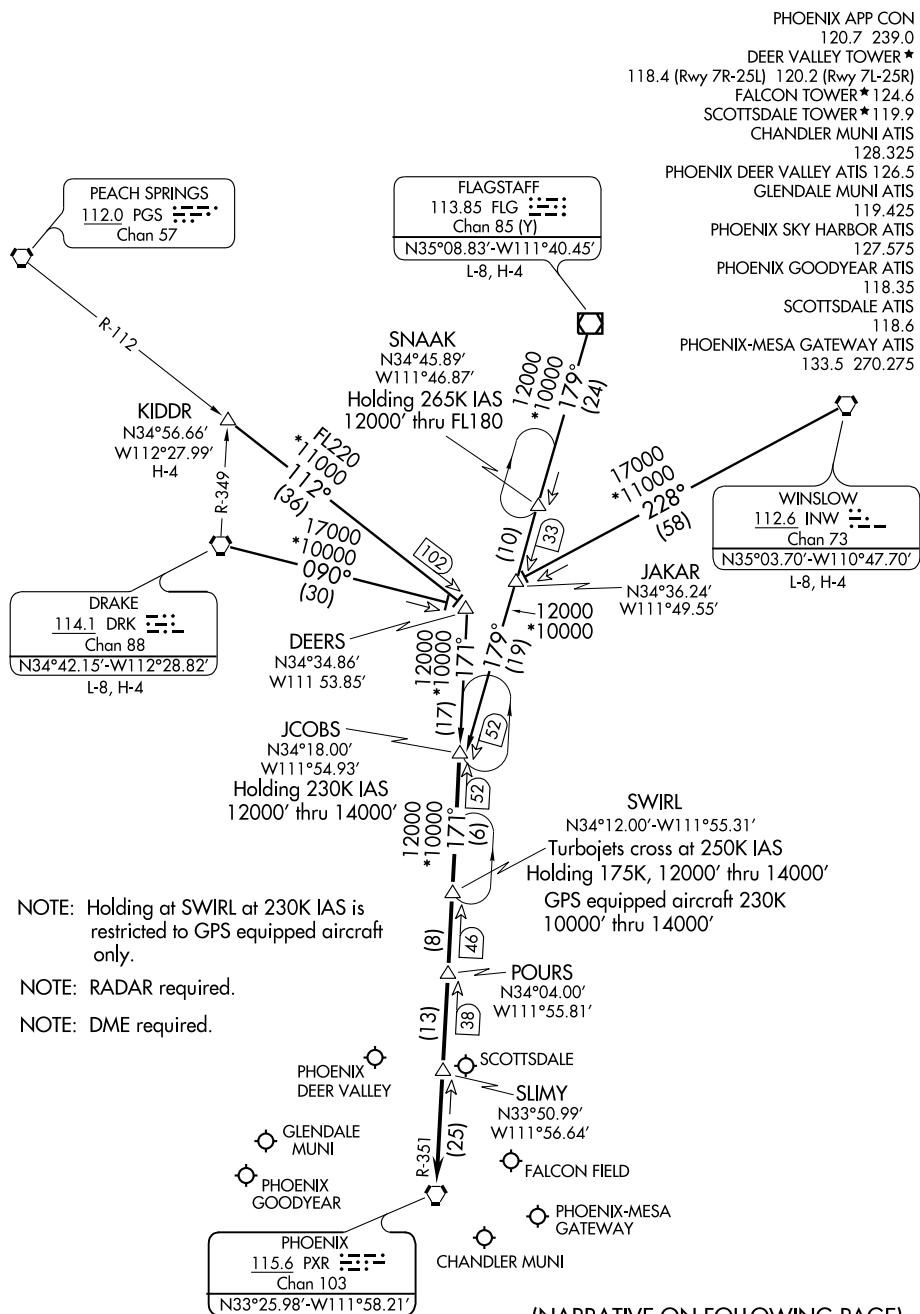
CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



SW-4. 17 DEC 2009 to 14 JAN 2010

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

RNAV (GPS) RWY 12C

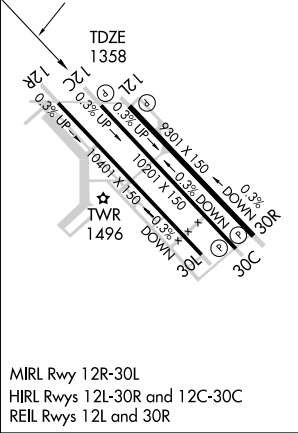
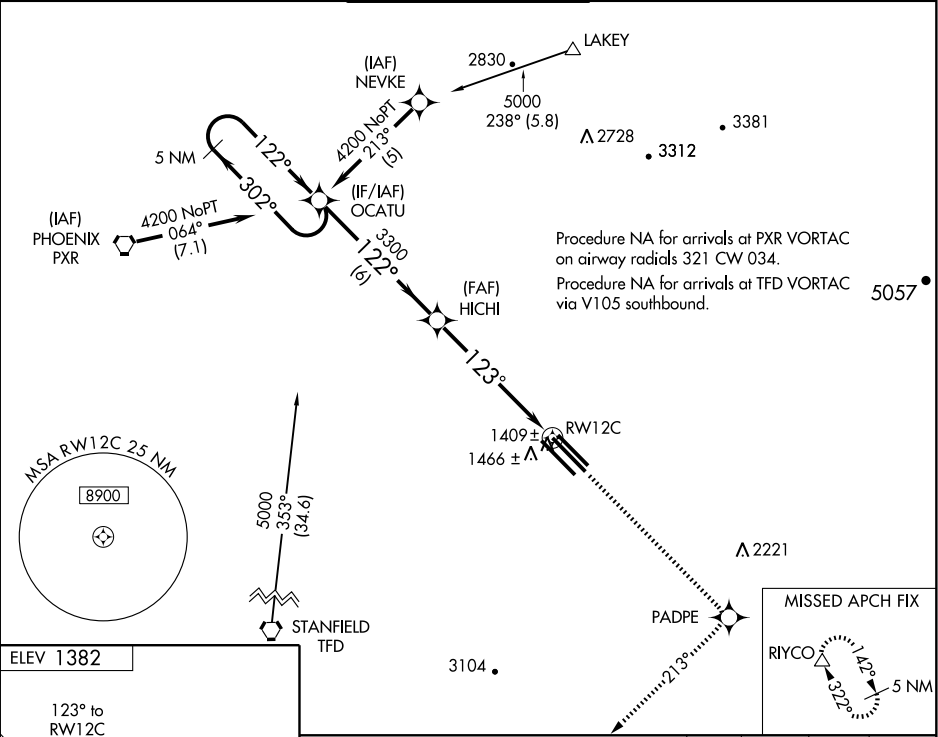
PHOENIX-MESA GATEWAY (IWA)

WAAS CH 58200 W12A	APP CRS 123°	Rwy Idg TDZE 10201 1358 Apt Elev 1382
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▼ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems LNAV/VNAV NA
below -17°C (2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 5000 direct PADPE and
via 213° track to RIYCO and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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5 NM Holding Pattern				
OCATU				
HICHI				
PADPE				
RIYCO				
RW12C				
6 NM				
4.8 NM				
1.1				
CATEGORY	A	B	C	D
LPV DA	1608-1 250 (300-1)			
LNAV/VNAV DA	1685-1¼ 327 (400-1¼)			
LNAV MDA	1740-1 382 (400-1)			1740-1¼ 382 (400-1¼)
CIRCLING	1800-1¼ 418 (500-1¼)	1840-1¼ 458 (500-1¼)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)

AL-74 (FAA)

RNAV (GPS) RWY 12R

PHOENIX-MESA GATEWAY (IWA)

PHOENIX-MESA GATEWAY (IWA)

APP CRS	Rwy Idg	10401
123°	TDZE	1373
	Apt Elev	1382

T When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

A NA VDP NA with Phoenix Sky Harbor Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4200 direct GEJRI WP and hold.

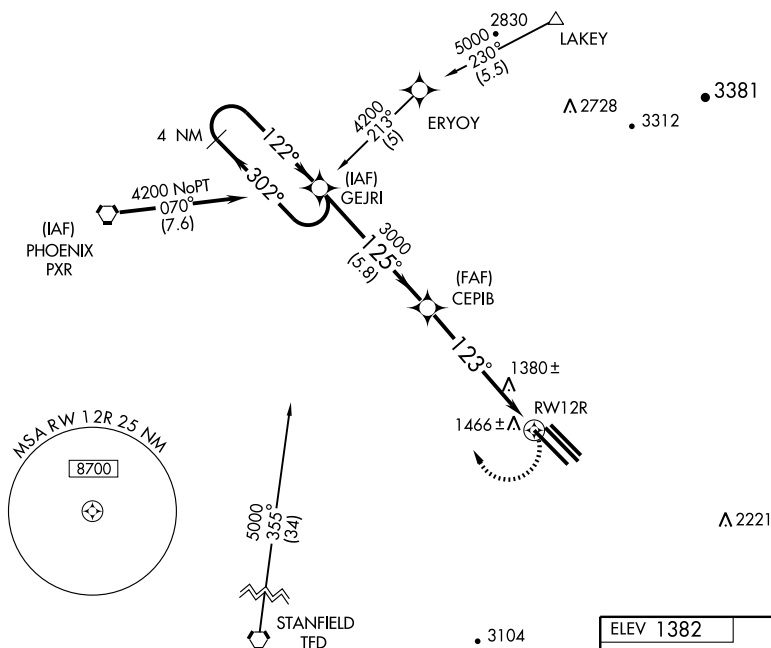
ATIS
133.5 270.275

PHOENIX APP CON
124.9 353.8

GATEWAY TOWER ★
120.6 (CTAF) **289.4** (WEST)
124.75 **379.225** (EAST)

GND CON
128.25 275.8

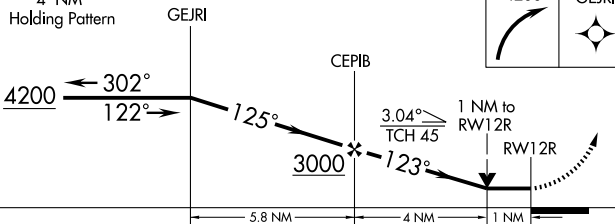
CLNC DEL
135,05

4 NM
Holding Pattern

GEJRI

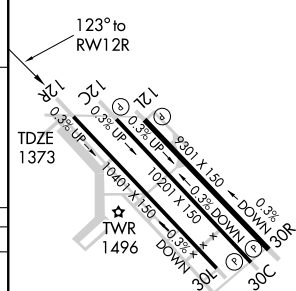
4200

GEJRI



CATEGORY	A		B	C	D	E
RNAV MDA	1720-1 347 (400-1)				1720-1½ 347 (400-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)		
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS						
RNAV MDA	1800-1 427 (500-1)		1800-1½ 427 (500-1½)	1800-1½ 427 (500-1½)		
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2½ 618 (700-2½)	

ELEV 1382



MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

SW-4. 17 DEC 2009 to 14 JAN 2010

WAAS CH 62911 W30A	APP CRS 303°	Rwy Idg 10201 TDZE 1380 Apt Elev 1382
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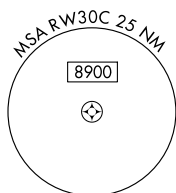
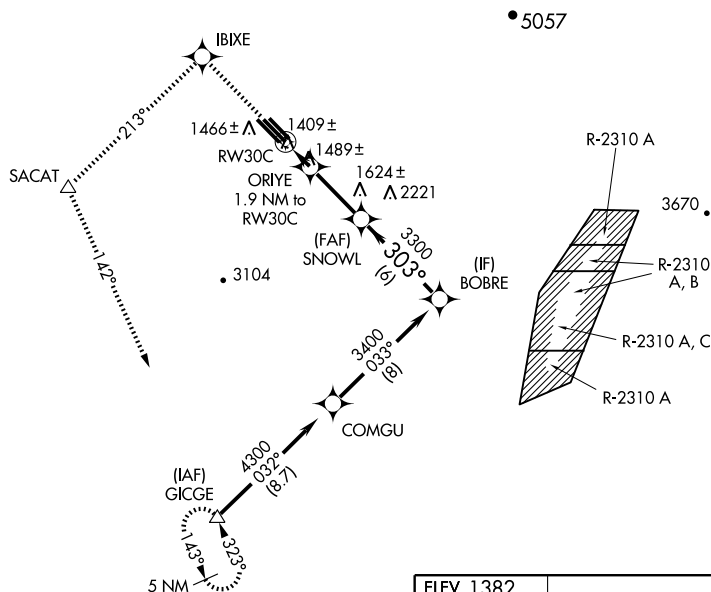
RNAV (GPS) RWY 30C
PHOENIX-MESA GATEWAY (IWA)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

A When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet and increase LPV, LNAV/VNAV, LNAV all Cats visibility ¼ mile, increase circling Cat A/B/C visibility ¼ mile, Cat E ½ mile. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.

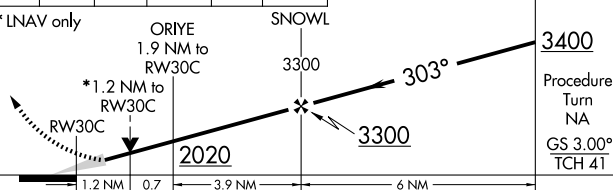
MISSED APPROACH: Climb to 5000
direct IBIXE and via 213° track to SACAT
and 142° track to GICGE and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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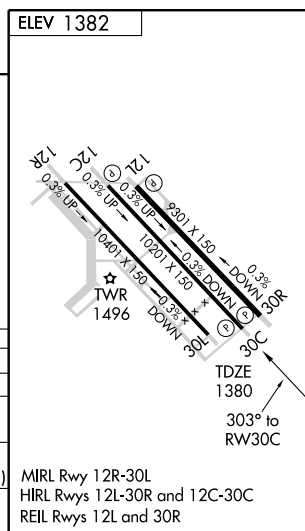


5000 ↑	IBIXE 	213° track	SACAT △	142° track	GICGE △	VGSI and RNAV glidepath not coincident.	BOBRE
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* LNAV only



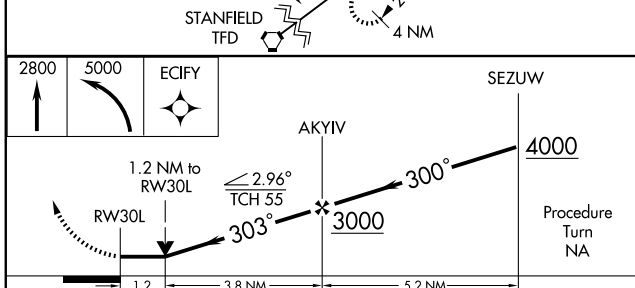
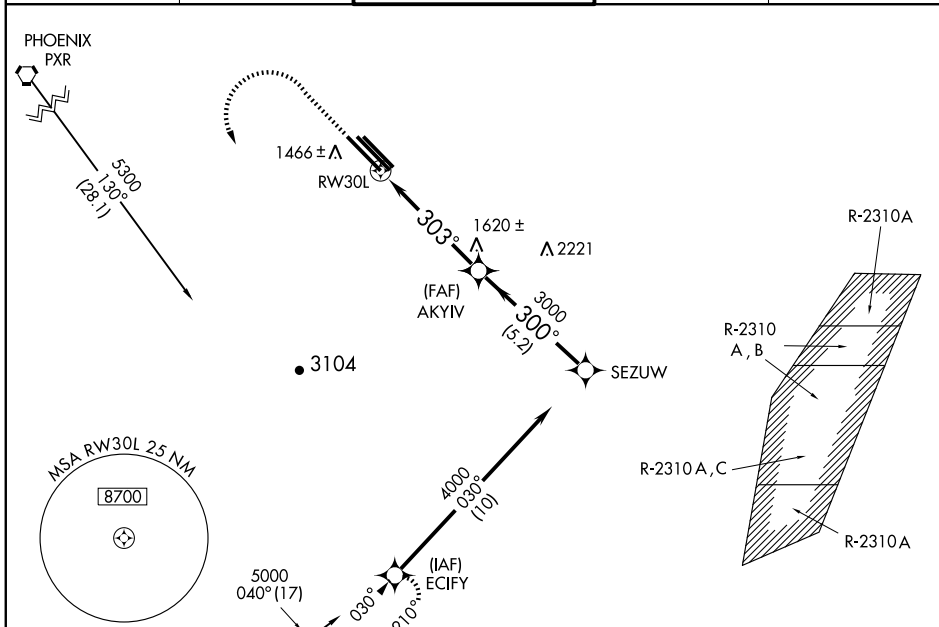
CATEGORY	A	B	C	D	E
LPV DA	1630-1 250 (300-1)				
LNAV/VNAV DA	1680-1 300 (300-1)				
LNAV MDA	1800-1 420 (500-1)	1800-1¼ 420 (500-1¼)			1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



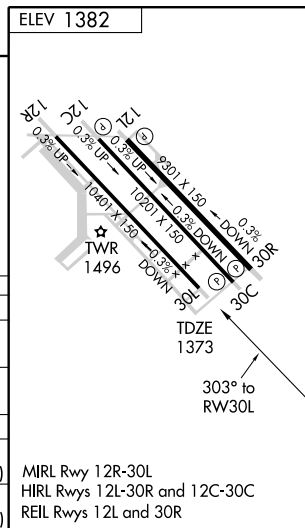
MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

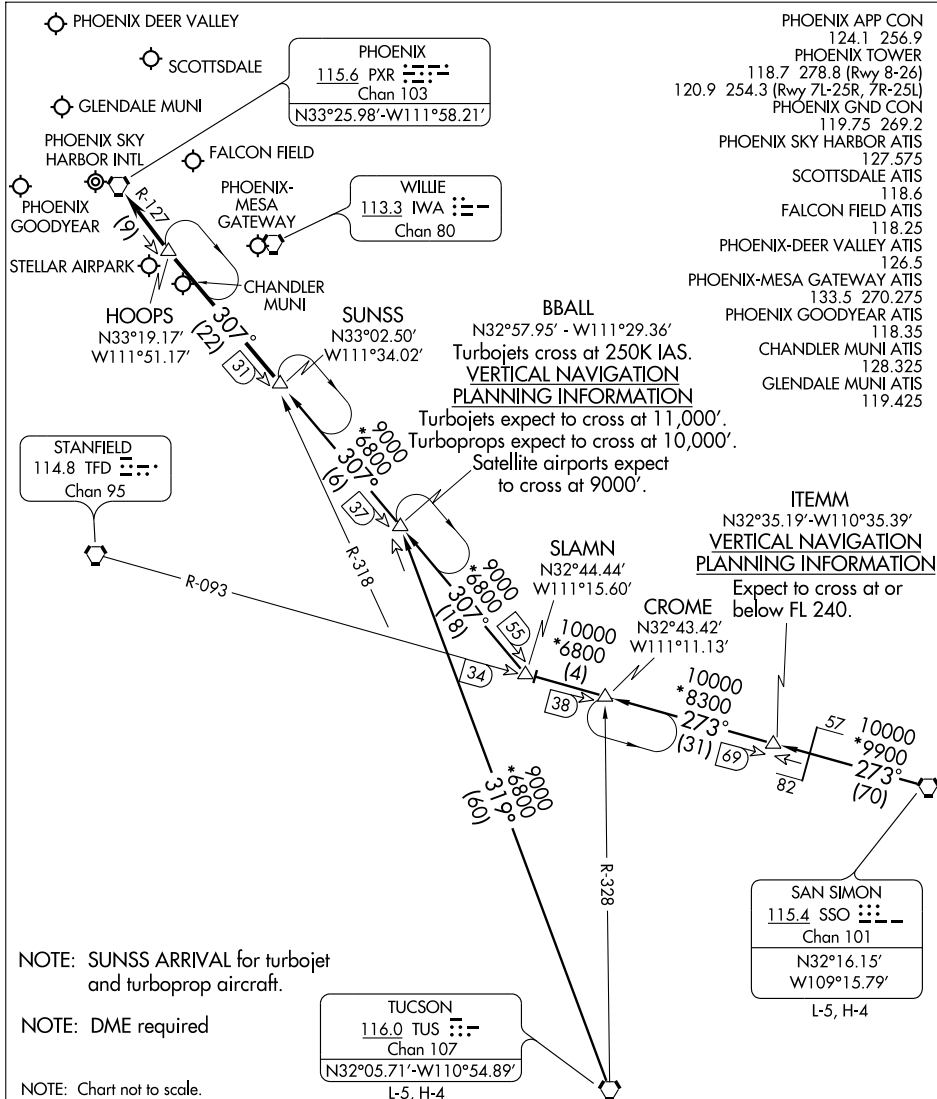
T When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.
A VDP NA with Phoenix Sky Harbor Intl altimeter setting.
DME/DME RNP- 0.3 NA.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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CATEGORY	A	B	C	D	E
LNAV MDA	1800-1	427 (500-1)	1800-1 $\frac{1}{4}$ 427 (500-1 $\frac{1}{4}$)	1800-1 $\frac{1}{2}$	427 (500-1 $\frac{1}{2}$)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL. ALTIMETER SETTING MINIMUMS					
LNAV MDA	1880-1	507 (600-1)	1880-1 $\frac{1}{2}$	507 (600-1 $\frac{1}{2}$)	1880-1 $\frac{3}{4}$ 507 (600-1 $\frac{3}{4}$)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)	1940-2 558 (600-2)	2000-2 $\frac{1}{4}$ 618 (700-2 $\frac{1}{4}$)





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

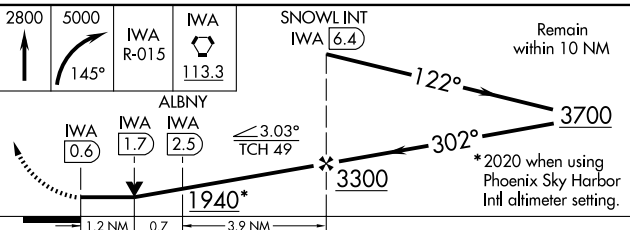
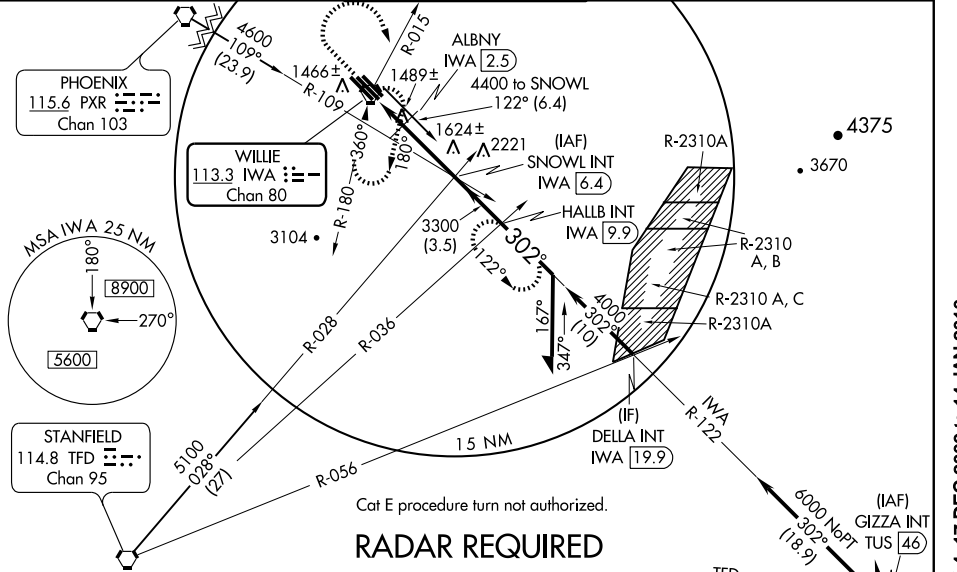
TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

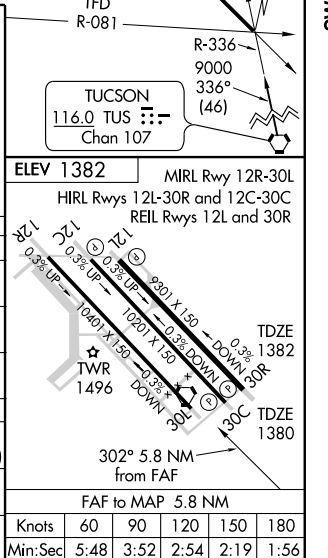
⚠ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	558 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	1980-2 598 (600-2)
DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)





(BARGN1.BARGN) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

BARGN ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

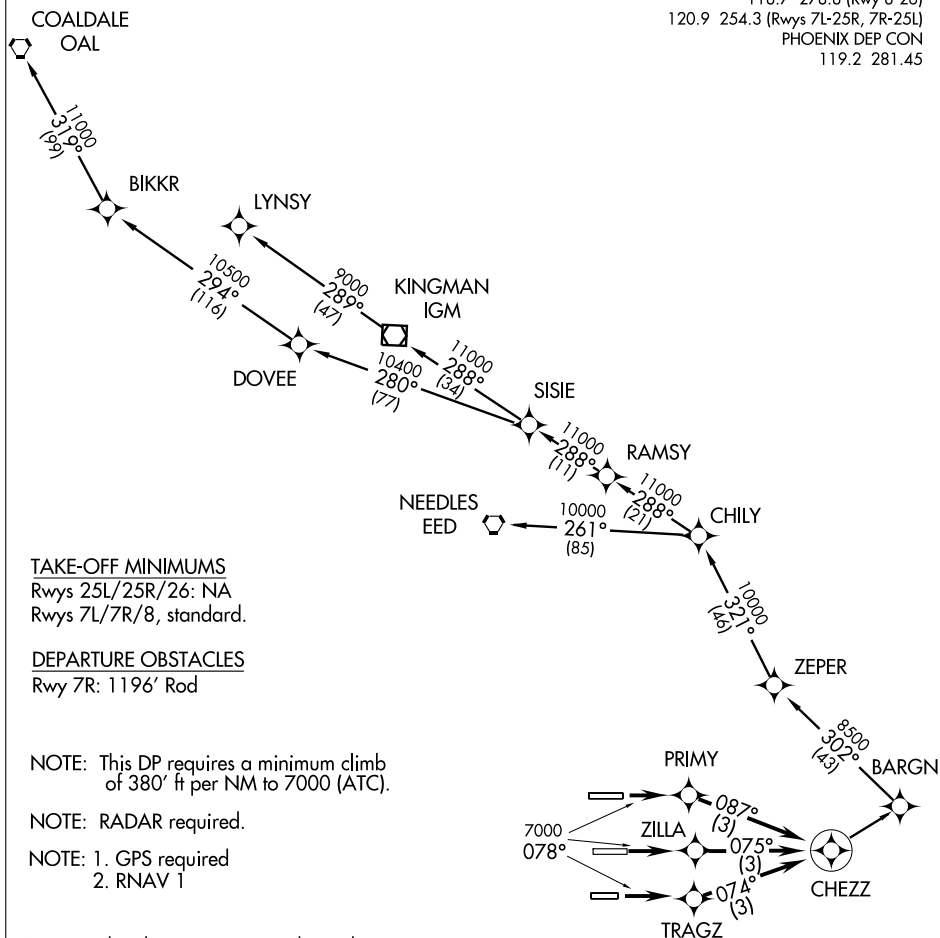
PHOENIX TOWER

118.7 278.8 (Rwys 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 17 DEC 2009 to 14 JAN 2010

BARGN ONE DEPARTURE (RNAV)**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

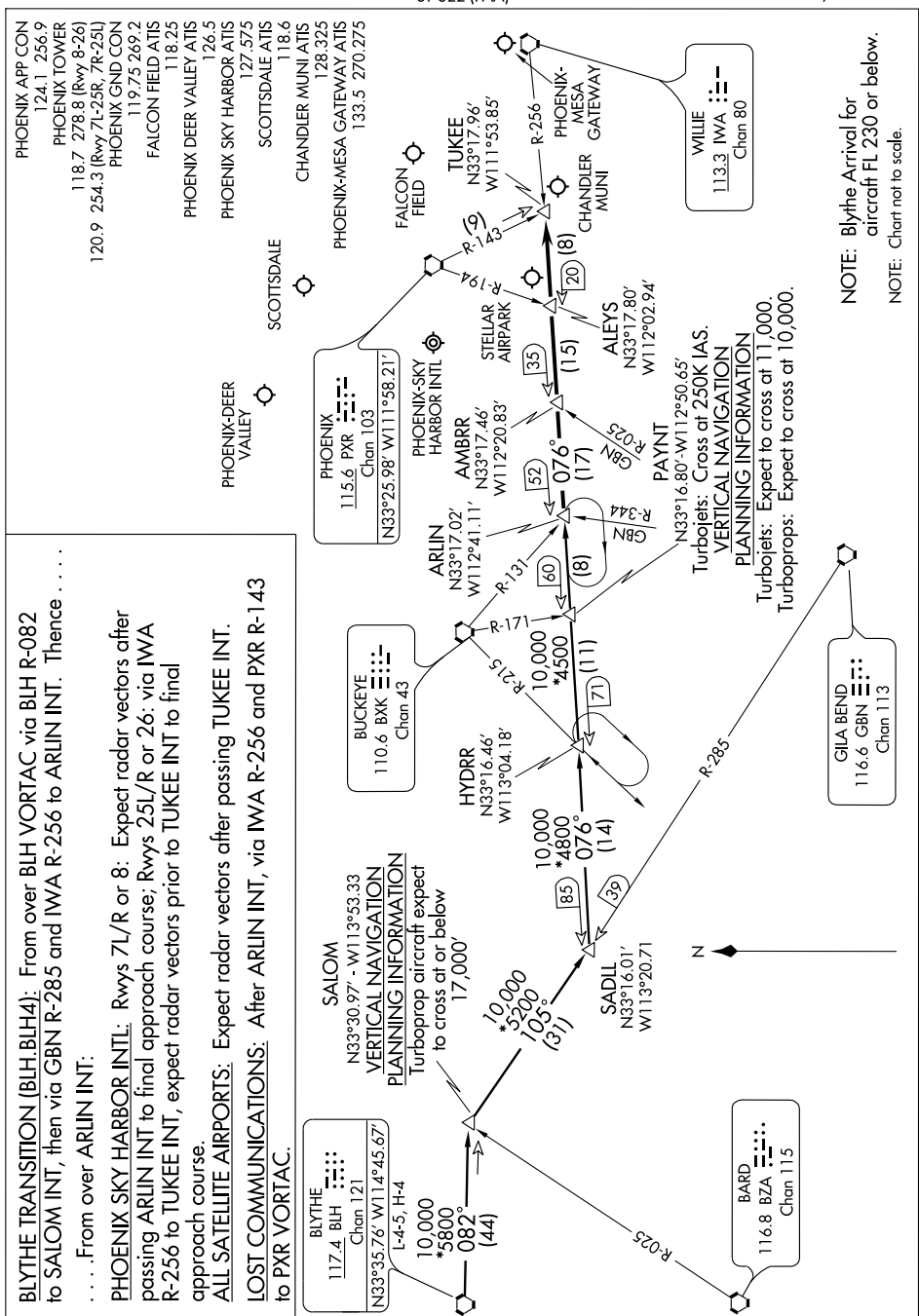
LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

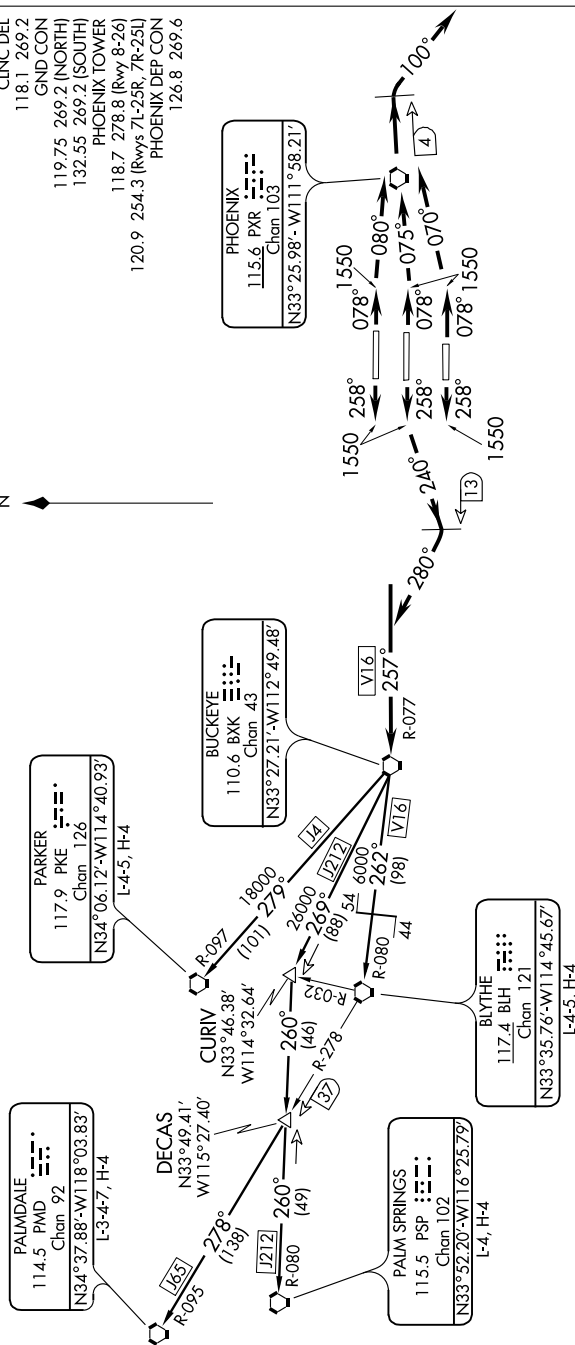
PHOENIX, ARIZONA



BUCKEYE TWO DEPARTURE

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6

N



NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum
climb of 300' per NM to 7000.Rwy 25L/25R/26: Standard with minimum
climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

BUCKEYE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLTYHE TRANSITION (BXX2.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX2.PMD): From over BXX VORTAC via BXX R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX2.PSP): From over BXX VORTAC via BXX R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX2.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.
Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.
Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.
Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.
Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1135' MSL.
Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.
Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.
Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.
Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.
Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.
Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.
Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.
Rwy 26, tree 113' from departure end of runway, 294' right of centerline, 24' AGL/1133' MSL.

BUNTR TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

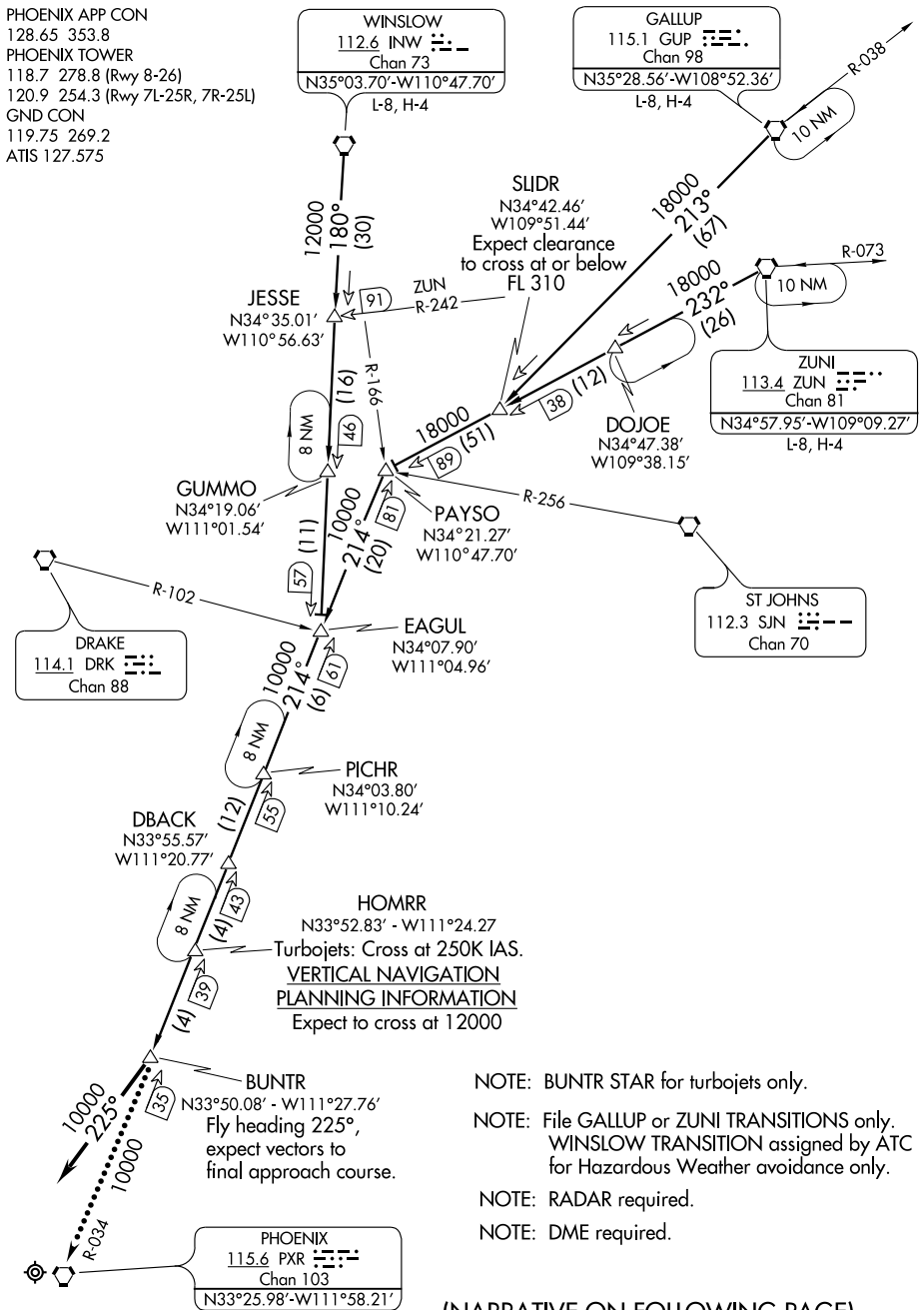
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



SW-4, 17 DEC 2009 to 14 JAN 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

LOST COMMUNICATIONS:

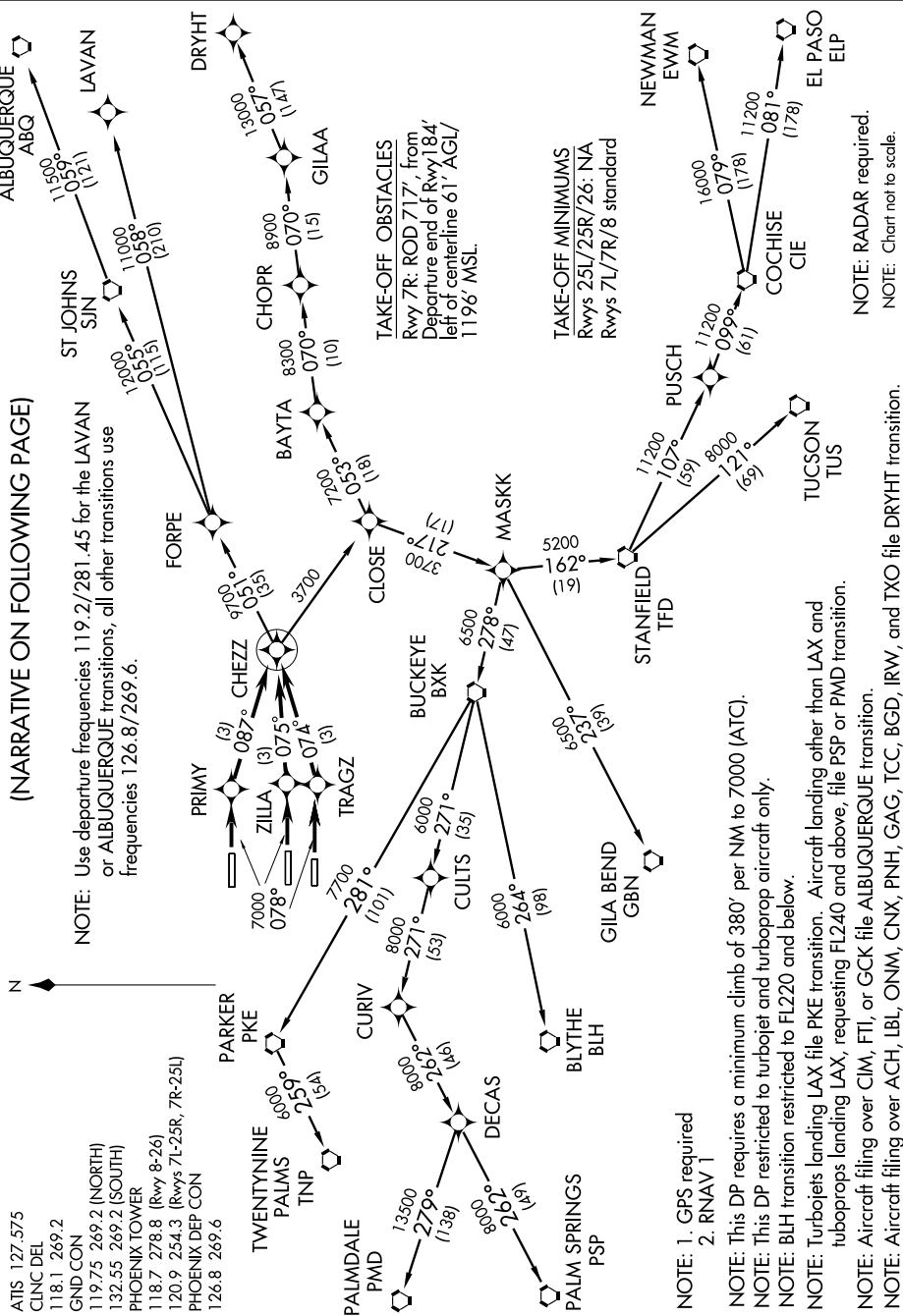
After BUNTR INT, proceed direct PXR VORTAC.

CHEZZ TWO DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Use departure frequencies 119.2/281.45 for the LAVAN or ALBUQUERQUE transitions, all other transitions use frequencies 126.8/269.6.

ATIS 127.575
CLNC DEL
1181 2692



TAKE-OFF OBSTACLES

Rwy 7R: ROD 717', from
Departure end of Rwy 184/
left of centerline 61' AGL/
1196' MSL.

TAKE-OFF MINIMUMS
Rwys 25L/25R/26: NA
Rwys 7L/7R/8 standard

NOTE: RADAR required.
NOTE: Chart not to scale.

NOTE: 1. GPS required
2. RNAV 1

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).
NOTE: This DP restricted to turbojet and turboprop aircraft only.
NOTE: BLH transition restricted to FL220 and below.

NOTE: Turboprops landing LAX file PKE transition. Aircraft landing other than LAX and turboprops landing LAX, requesting F1240 and above, file PSP or PMD transition.

NOTE: Aircraft filing over CIM, FTI, or GCK file ALBUQUERQUE transition.

CHEZZ TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)

BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (CHEZZ2.CIE)

DRYHT TRANSITION (CHEZZ2.DRYHT)

EL PASO TRANSITION (CHEZZ2.ELP)

GILA BEND TRANSITION (CHEZZ2.GBN)

LAVAN TRANSITION (CHEZZ2.LAVAN)

NEWMAN TRANSITION (CHEZZ2.EWM)

PALM SPRINGS TRANSITION (CHEZZ2.PSP)

PALMDALE TRANSITION (CHEZZ2.PMD)

PARKER TRANSITION (CHEZZ2.PKE)

STANFIELD TRANSITION (CHEZZ2.TFD)

TUCSON TRANSITION (CHEZZ2.TUS)

TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

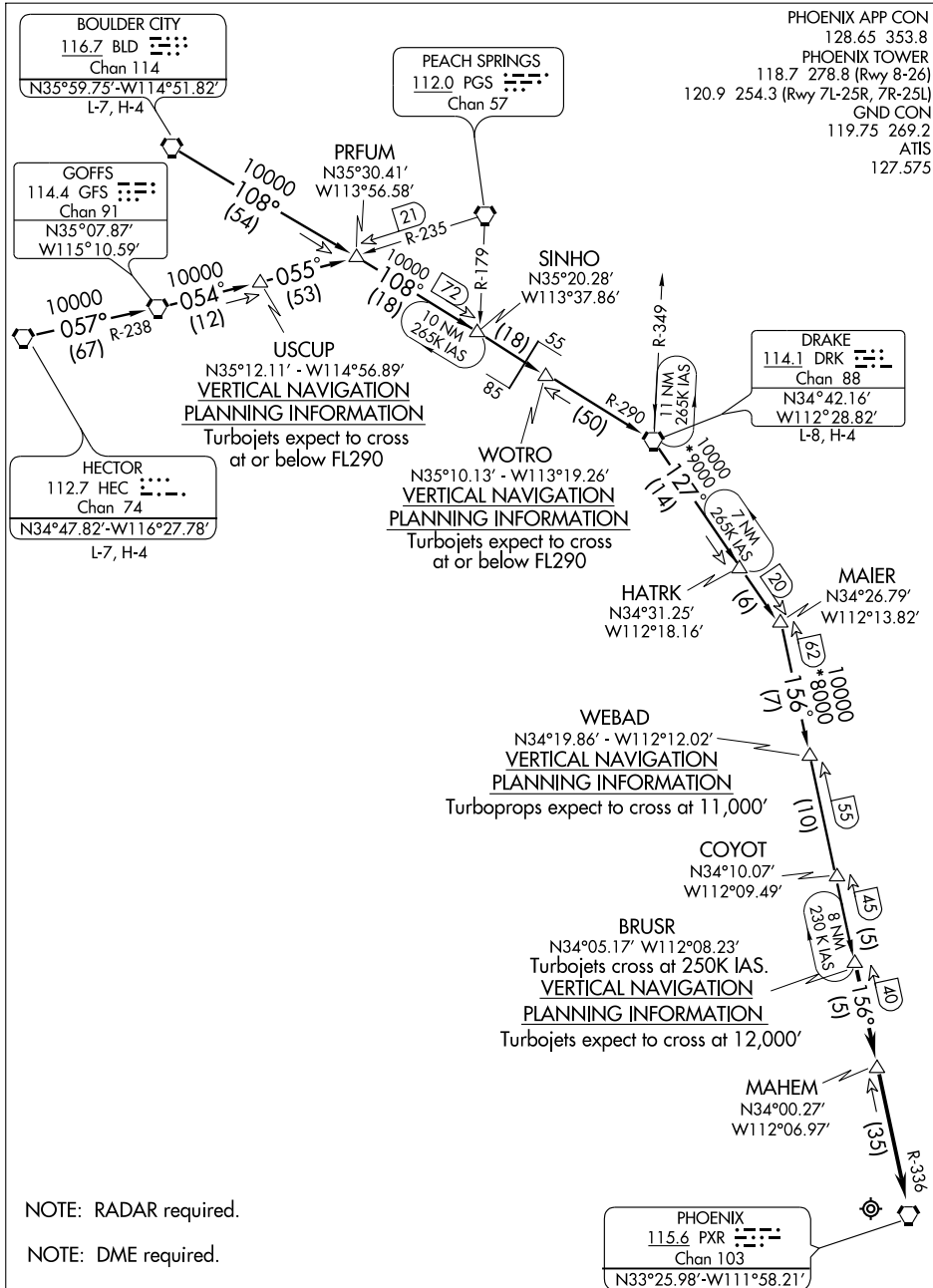
BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

COYOT TWO ARRIVAL



COYOT TWO ARRIVAL

PHOENIX, ARIZONA

ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

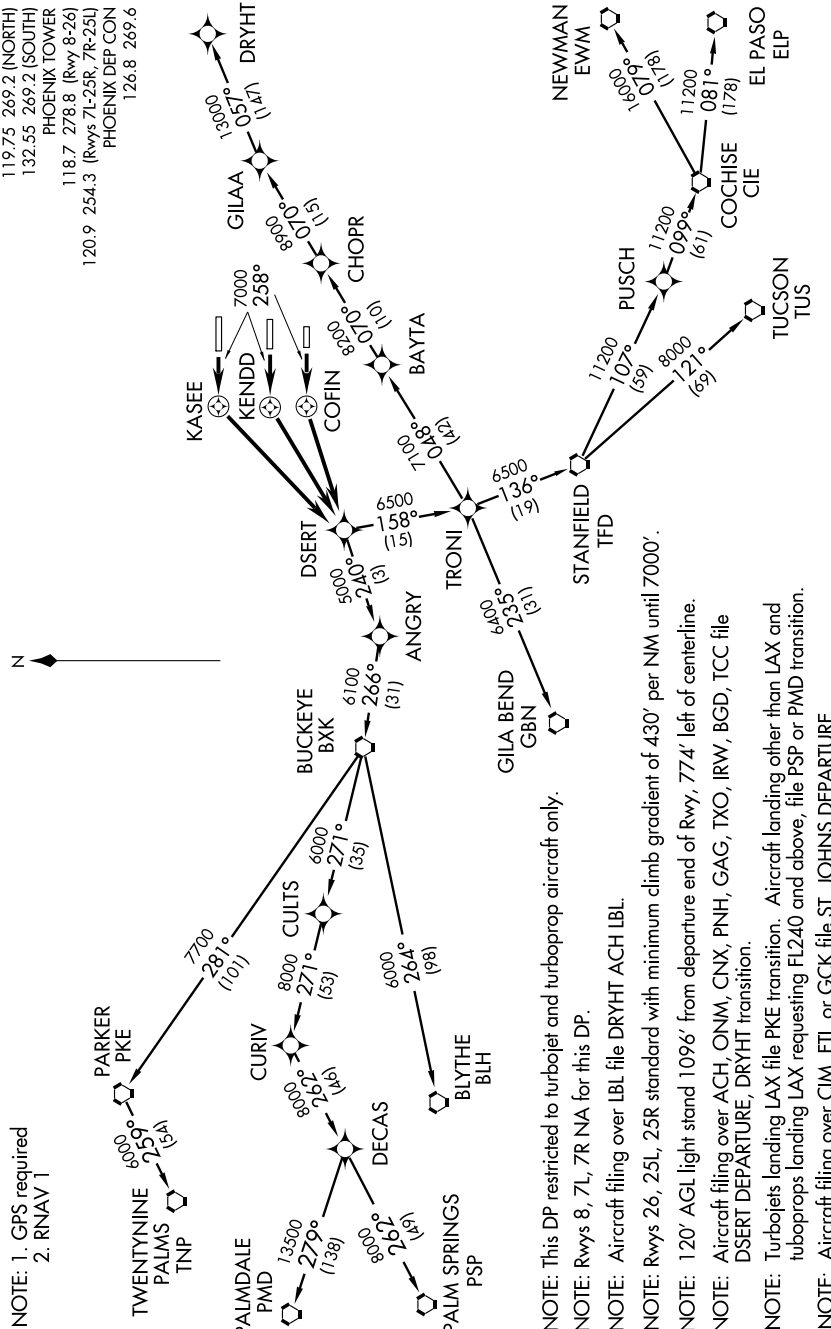
.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

DSERT ONE DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.
NOTE: 1. GPS required
2. RNAV 1



NOTE: This DP restricted to turbojet and turboprop aircraft only.
NOTE: Rwy 8, 7L, 7R NA for this DP.
NOTE: Aircraft filing over LBL file DRYHT ACH LBL.
NOTE: Rwy 26, 25L, 25R standard with minimum climb gradient of 430' per NM until 7000'.
NOTE: 120' AGL light stand 1096' from departure end of Rwy, 774' left of centerline.
NOTE: Aircraft filing over ACH, ONM, CNX, PNH, GAG, TXO, IRW, BGD, TCC file DSERT DEPARTURE, DRYHT transition.
NOTE: Turbojets landing LAX file PKE transition. Aircraft landing other than LAX and turboprops landing LAX requesting FL240 and above, file PSP or PMD transition.
NOTE: Aircraft filing over CIM, FTI, or GCK file ST. JOHNS DEPARTURE.

DSERT ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence

. . . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (DSERT1.CIE)

DRYHT TRANSITION (DSERT1.DRYHT)

EL PASO TRANSITION (DSERT1.ELP)

GILA BEND TRANSITION (DSERT1.GBN)

NEWMAN TRANSITION (DSERT1.EWM)

PALM SPRINGS TRANSITION (DSERT1.PSP)

PALMDALE TRANSITION (DSERT1.PMD)

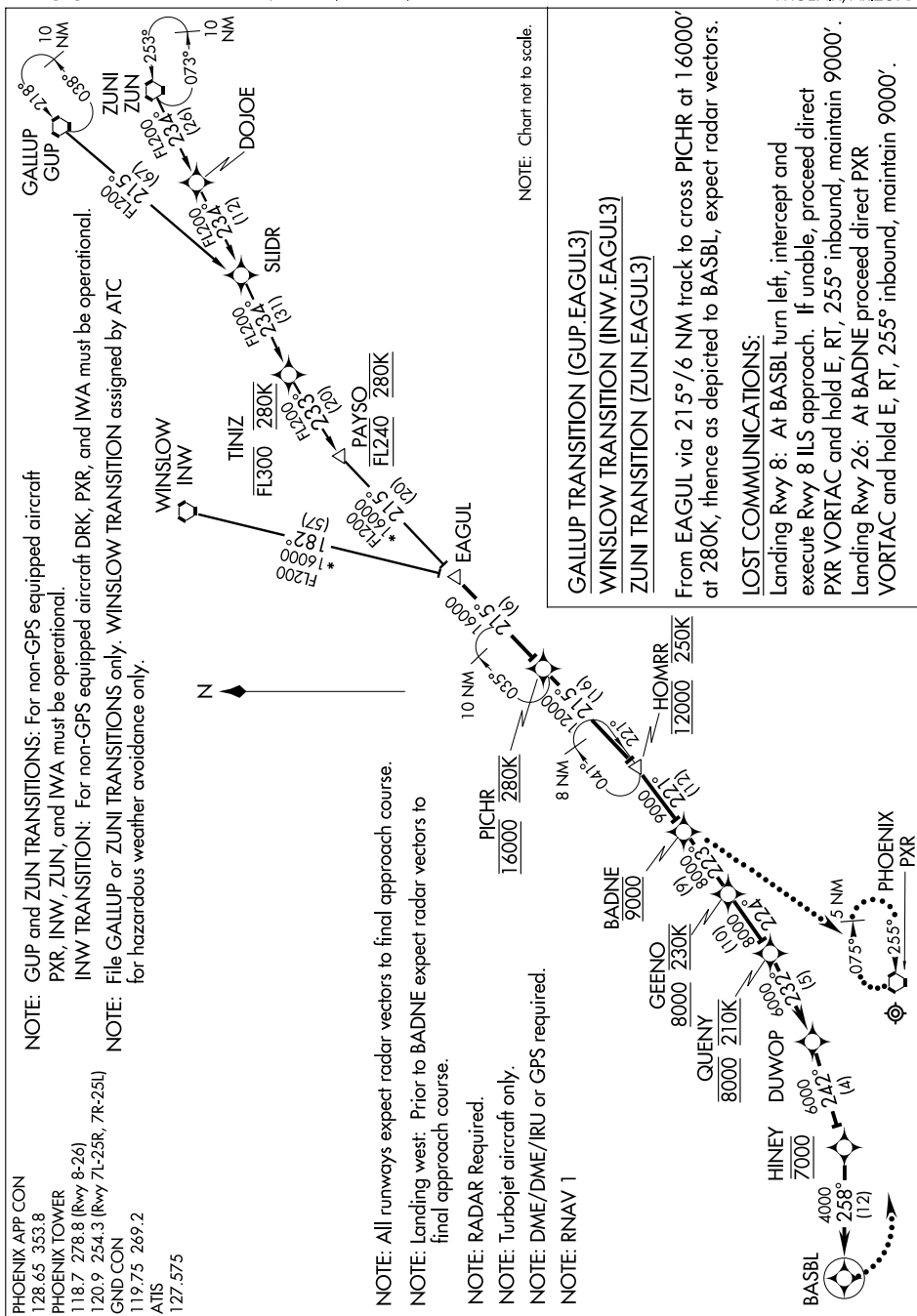
PARKER TRANSITION (DSERT1.PKE)

STANFIELD TRANSITION (DSERT1.TFD)

TUCSON TRANSITION (DSERT1.TUS)

TWENTYNINE PALMS TRANSITION (DSERT1.TNP)

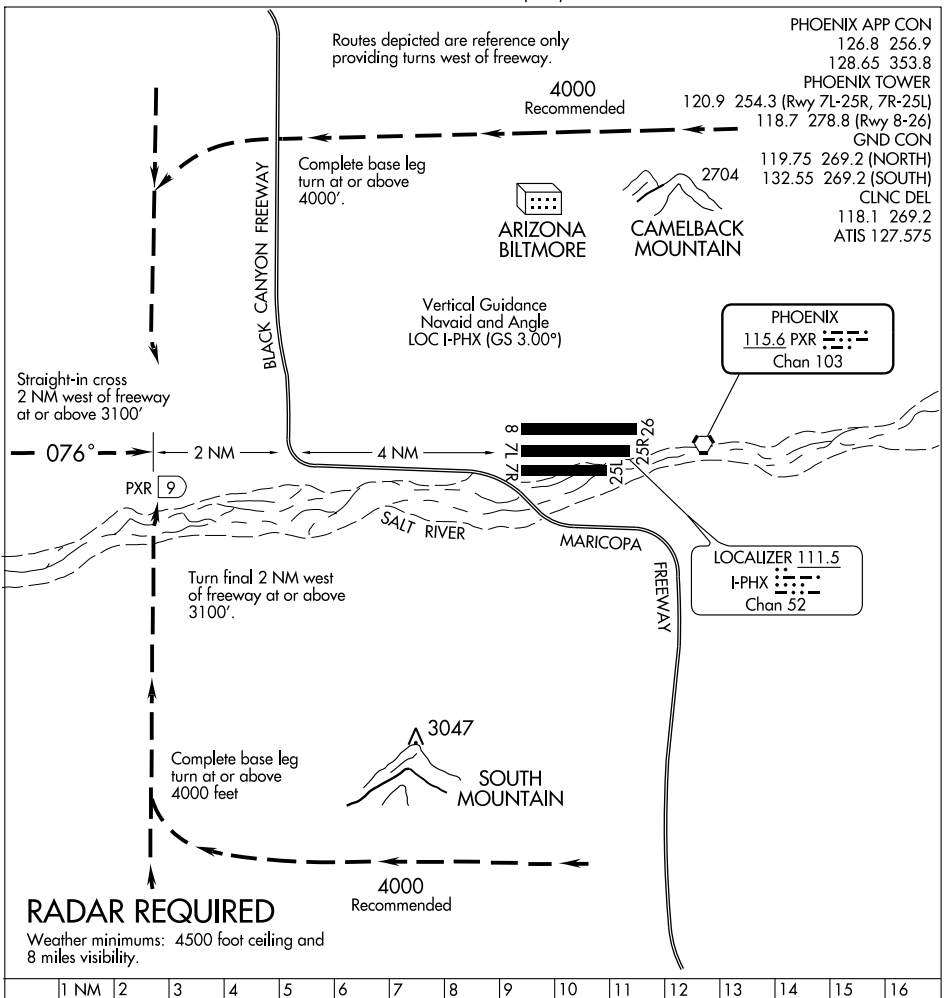
EAGUL THREE ARRIVAL (RNAV)



FREEWAY VISUAL RWY 7L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

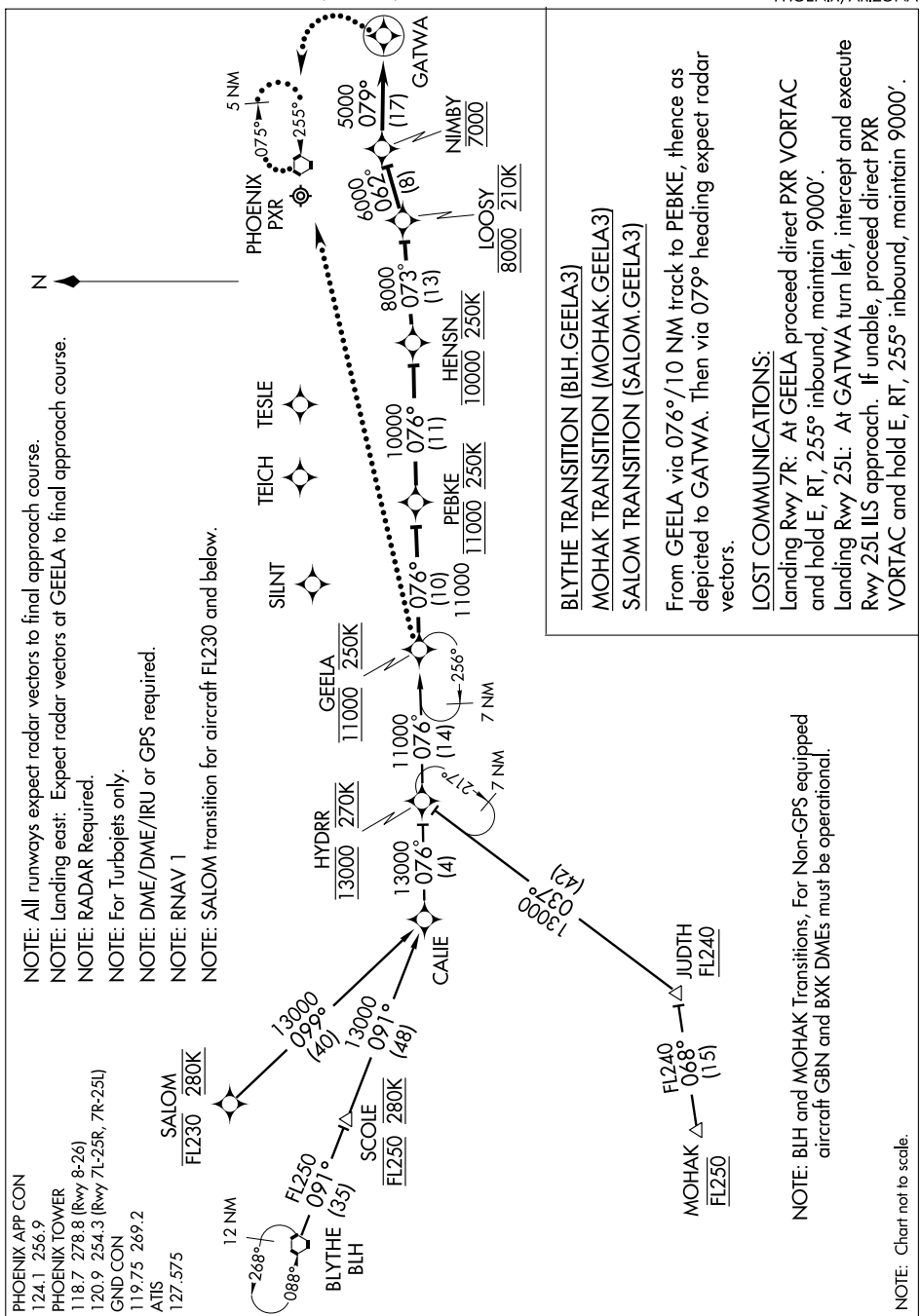


FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

GEELA THREE ARRIVAL (RNAV)



▼

▲

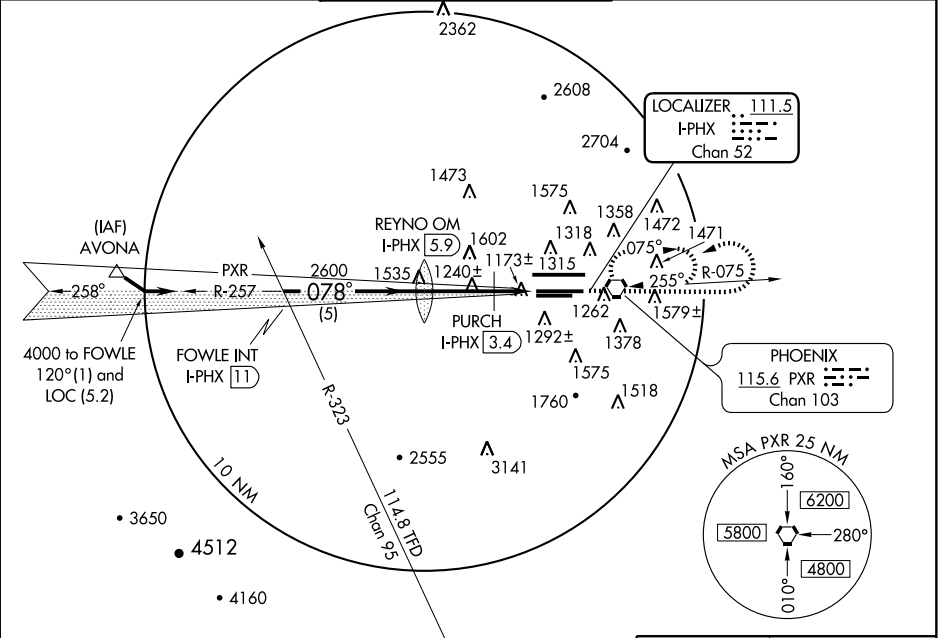
Inoperative table does not apply to S-ILS 7L.
For inoperative MALSRL, increase S-LOC 7L
Cat A/B visibilities to RVR 5000.

MALSRL

AS

MISSED APPROACH: Climb to 5000 then left turn direct
PXR VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



Procedure Turn NA

VGSI and ILS glidepath not coincident.

4000

GS 3.00° TCH 50

Use I-PHX DME when on localizer course.

5000

PXR 115.6

1620

*LOC only

5 NM

2.5 NM

1.5 NM

1321/40

205 (200-¾)

1620/50

504 (500-1)

1740-1

605 (700-1)

1740-1¾

605 (700-1¾)

1920-2½

785 (800-2½)

PURCH DME MINIMUMS

1520/40

404 (400-¾)

1740-1

605 (700-1)

1740-1¾

605 (700-1¾)

1920-2½

785 (800-2½)

ELEV 1135

D

1313

1266

TDZE 1150±

1116

1123

1428

11,489 X 150

10,300 X 150

7800 X 150

078° 4 NM from FAF

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

Inoperative table does not apply to S-ILS 7R.

▲

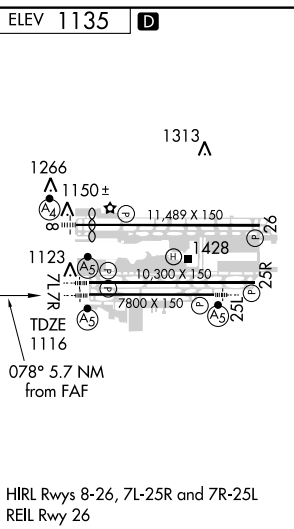
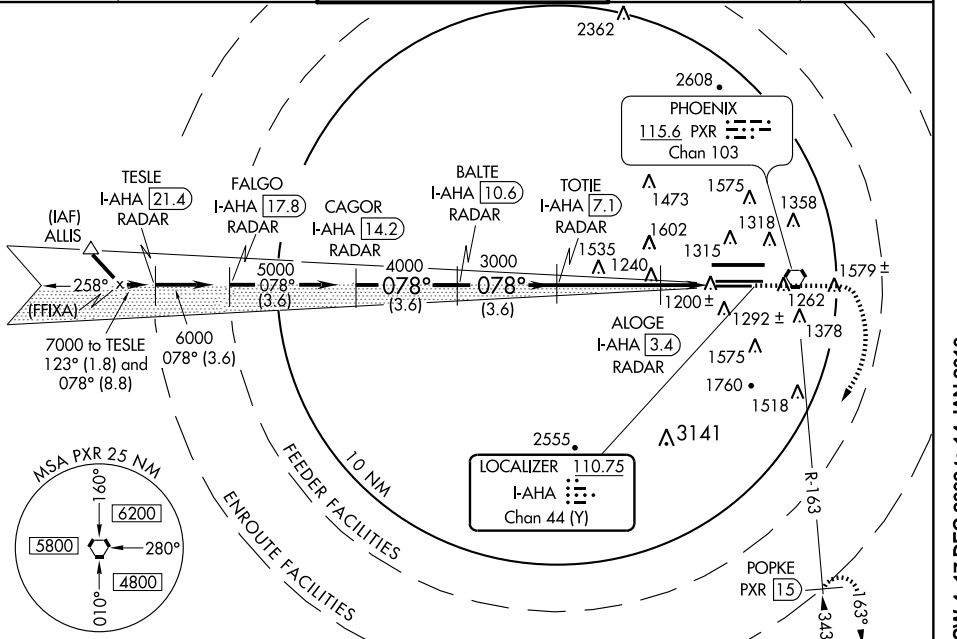
For inoperative MALSR, increase S-LOC 7R Cat A/B visibility to 1 mile.

Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
-----------------	---------------------------------	---	---	-------------------------



DME or RADAR REQUIRED

RADAR REQUIRED for simultaneous approaches.

VGSI and ILS glidepath not coincident.				
CAGOR I-AHA [14.2] RADAR	BALTE I-AHA [10.6] RADAR	TOTIE I-AHA [7.1] RADAR	ALOGE I-AHA [3.4] RADAR	I-AHA [1.4]
Procedure Turn NA	5000	4000	3000	1800
Use I-AHA DME when on LOC course.	3.6 NM	3.6 NM	3.7 NM	2 NM
CATEGORY	A	B	C	D
S-ILS 7R	1363-3/4 247 (300-3/4)			
S-LOC 7R	1520-3/4 404 (400-3/4)			
CIRCLING	1740-1 605 (700-1)		1740-1 3/4 605 (700-1 3/4)	1920-2 1/2 785 (800-2 1/2)

▼

▲

MALSF

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 280° and PXR R-336 to AVENT/INT 15.9 DME and hold.

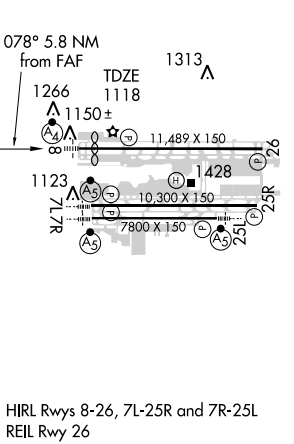
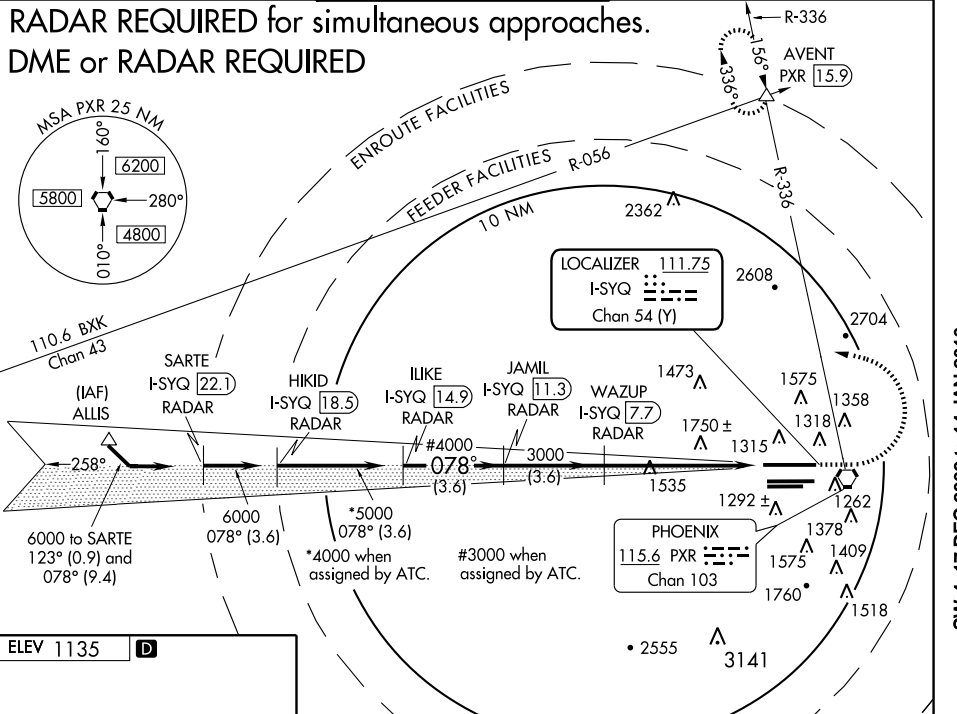
ATIS
127.575

PHOENIX APP CON
128.65 353.8

PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON
119.75 269.2 (N)
132.55 269.2 (S)

CLNC DEL
118.1 269.2



Procedure Turn NA	*4000 when assigned by ATC #3000 when assigned by ATC			3000 ↑	5000 HDG 280°	PXR R-336 <u>115.6</u>	AVENT △
	ILIKE I-SYQ <u>14.9</u> RADAR	JAMIL I-SYQ <u>11.3</u> RADAR	WAZUP I-SYQ <u>7.7</u> RADAR	Use I-SYQ DME when on LOC course			
	GS 3.00° TCH 55						
CATEGORY		A	B	C	D		
S-ILS 8		1368-1 250 (300-1)					
S-LOC 8		1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)		
CIRCLING		1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)		

SW-4, 17 DEC 2009 to 14 JAN 2010

AL-322 (FAA)

LOC/DME I-RJG <u>110.75</u> Chan 44 (Y)	APP CRS 258°	Rwy Idg 7800 TDZE 1124 Apt Elev 1135
---	------------------------	---

ILS or LOC RWY 25L
PHOENIX SKY HARBOR INTL (PHX)

T	Autopilot coupled approach NA below
A	1925 feet.

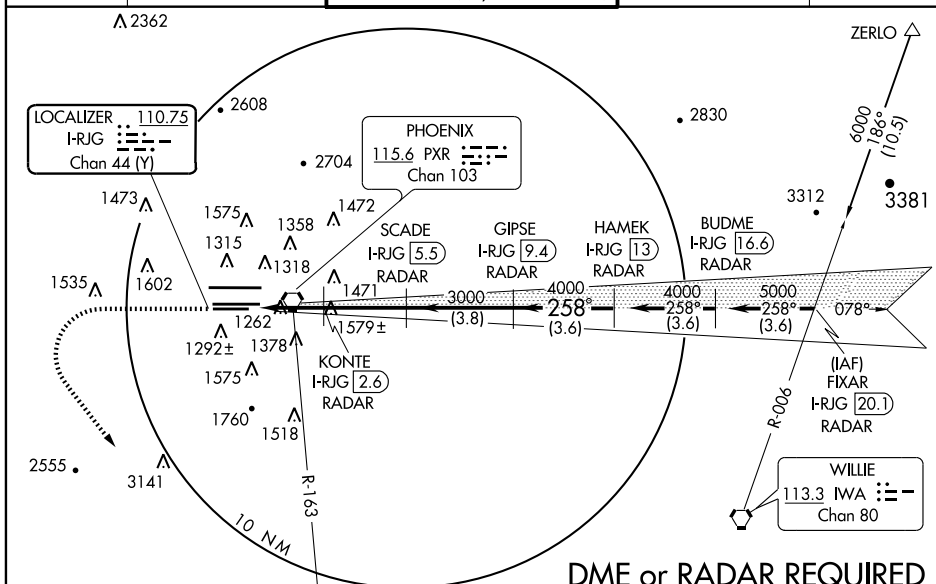
MALSR

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 130° and PXR R-163 to POPKE/15 DME and hold.

ATIS	PHOENIX APP CON
127.575	128.65 353.8

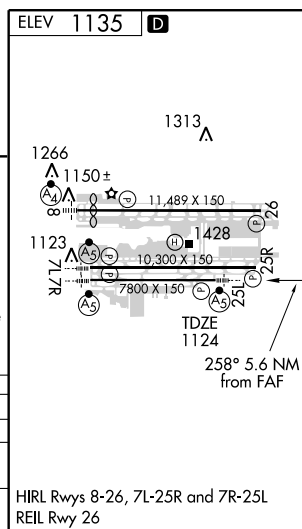
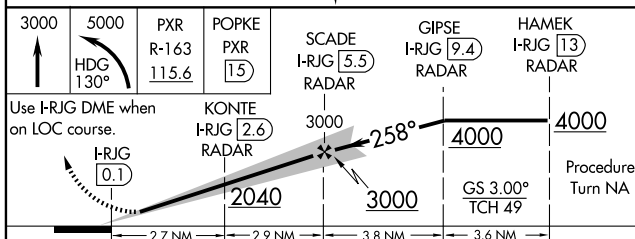
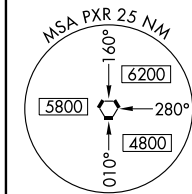
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON
119.75 269.2 (N)
132.55 269.2 (S)

CLNC DEL
118.1 269.2

DME or RADAR REQUIRED

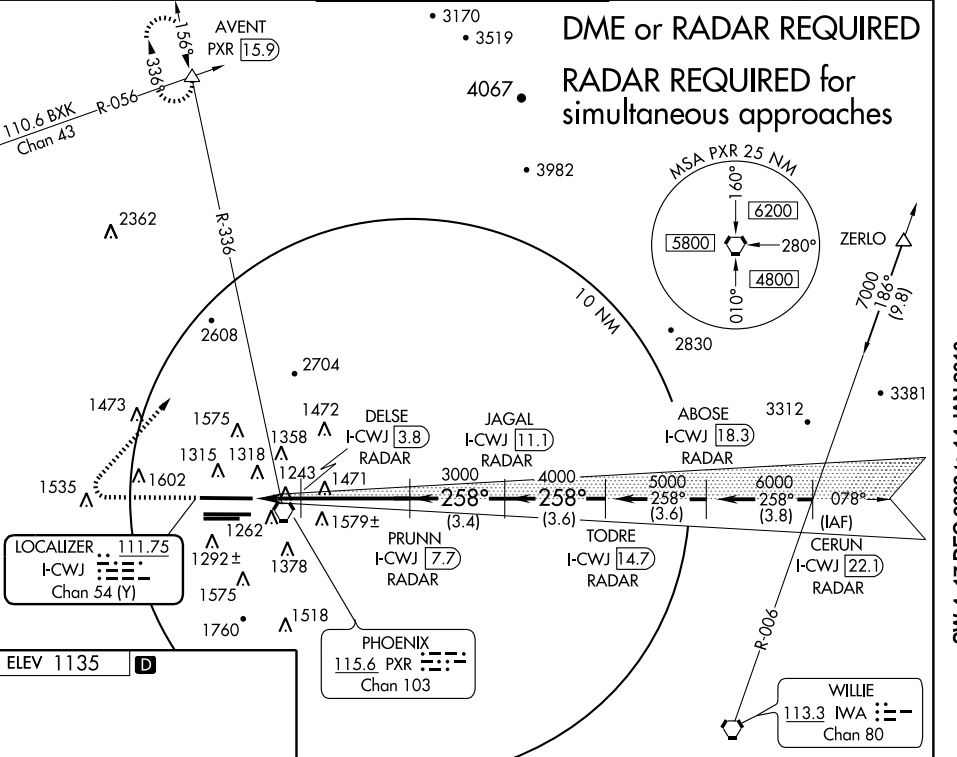
RADAR REQUIRED for simultaneous approaches.



SW-4. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54 (Y)		Apt Elev	1135

<div><div></div><div></div></div>		MISSED APPROACH: Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.			
ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)		GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2



	2500	5000	PXR R-336 115.6	AVENT	VGSI and ILS glidepath not coincident.			
	1266	1313	11,489 X 150	1135	PRUNN I-CWJ 7.7	JAGAL I-CWJ 11.1	TODRE I-CWJ 14.7	
	1123	1428	10,300 X 150	7800 X 150	DELSE I-CWJ 3.8	3000	258°	5000
	1150±	1150±	1150±	1150±	I-CWJ 2.1	1740	1740	1740
HIRL Rwy 8-26, 7L-25R and 7R-25L REIL Rwy 26	CATEGORY							
	S-ILS 26							
	S-LOC 26							
	FAF to MAP 5.6 NM							
Knots	60	90	120	150	180			
Min:Sec	5:36	3:44	2:48	2:14	1:52			

SW-4. 17 DEC 2009 to 14 JAN 2010

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

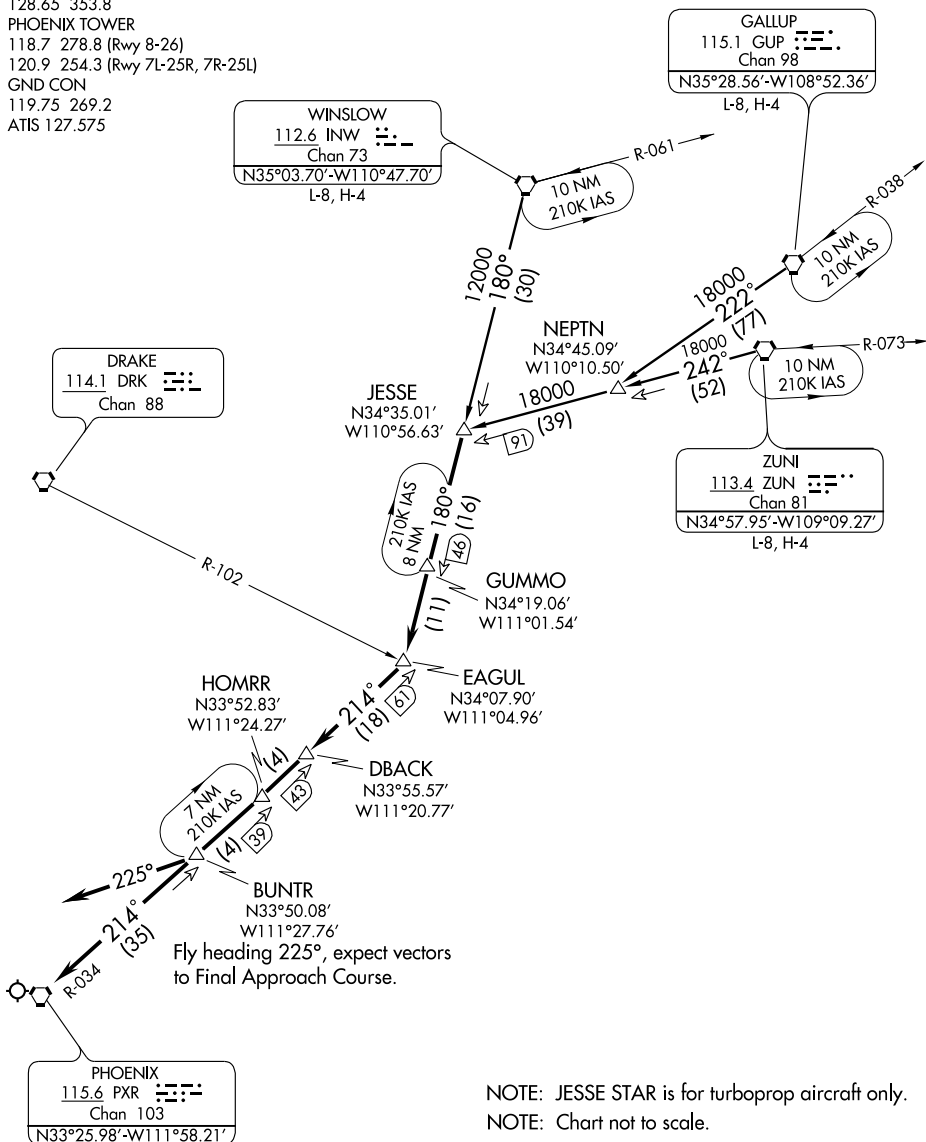
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



(NARRATIVE ON FOLLOWING PAGE)

JESSE ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

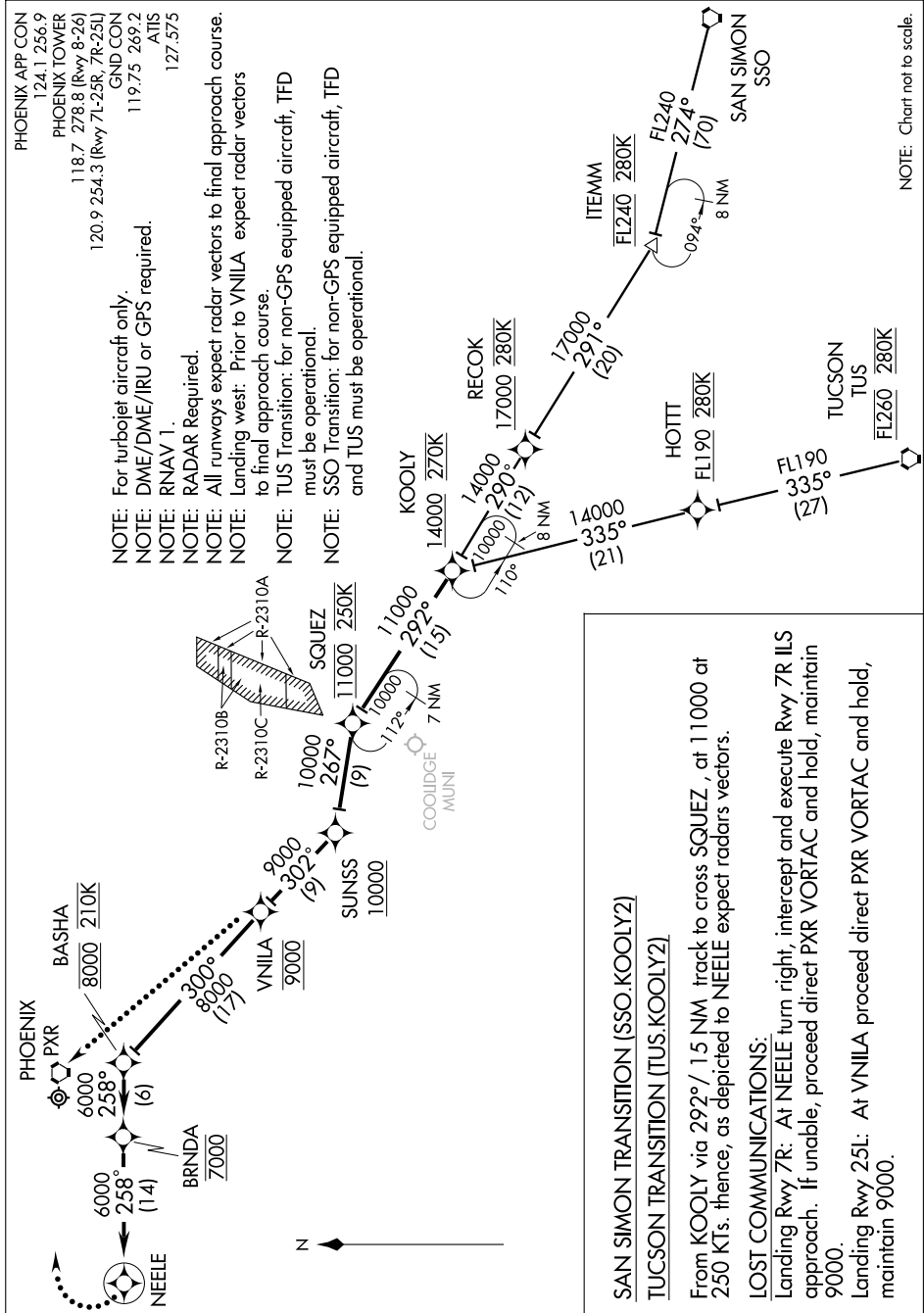
LOST COMMUNICATIONS:

After DBACK INT, proceed direct to PXR VORTAC.

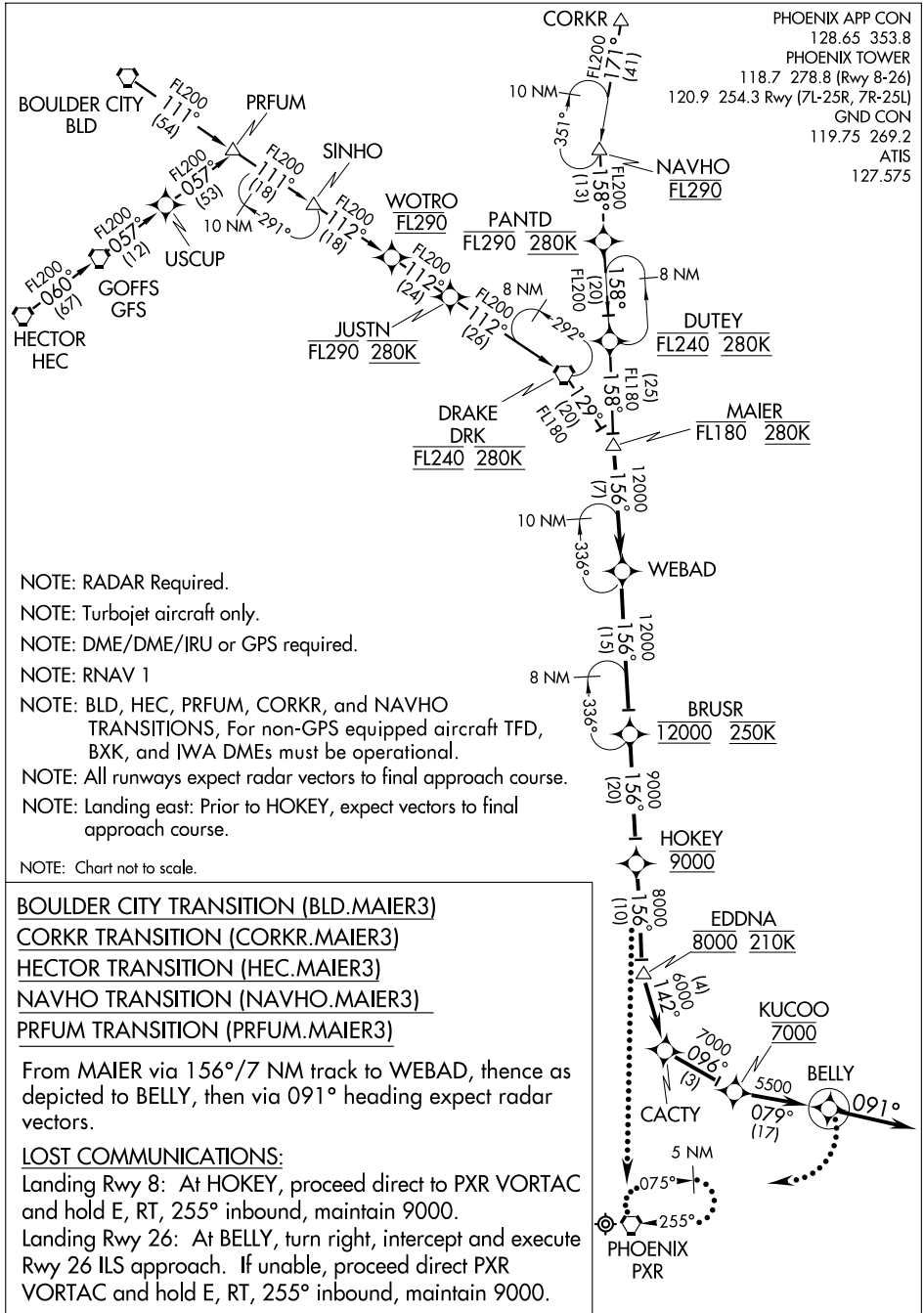
KOOLY TWO ARRIVAL (RNAV)

ST-322 (FAA)

PHOENIX, ARIZONA



MAIER THREE ARRIVAL (RNAV)





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . .

. . . maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 717' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3460' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3444' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 271' from departure end of runway, 5140' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, tree 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' right of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

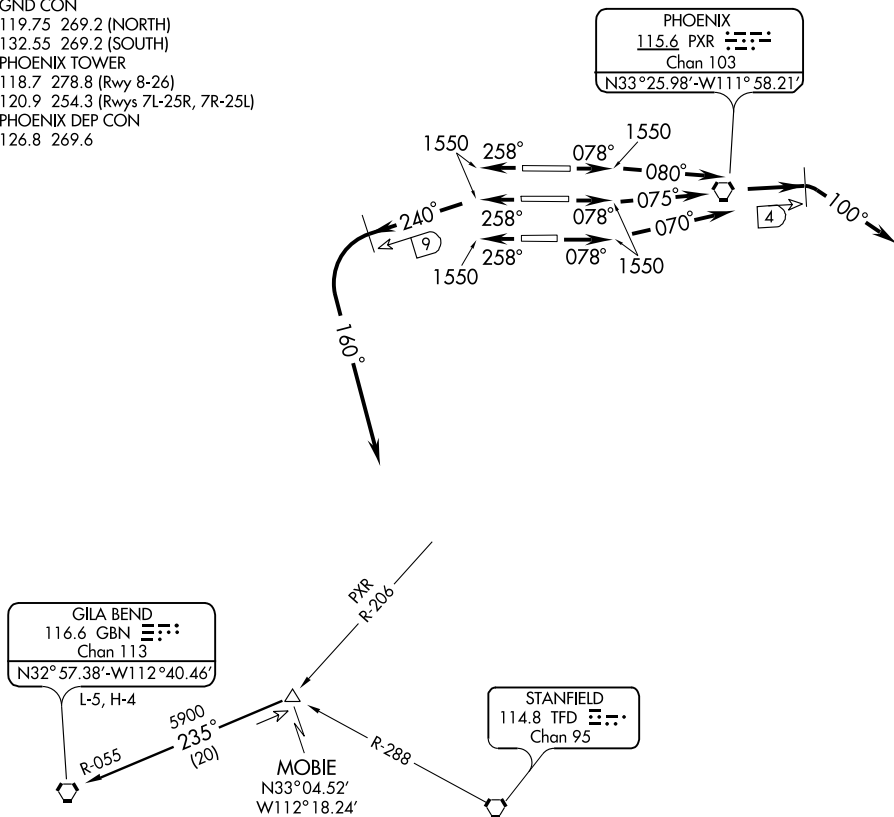
Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.27 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.23 NM from departure end of runway, 3631' right of centerline, 663' AGL/1750' MSL.

MOBIE TWO DEPARTURE

ATIS 127.575
 CLNC DEL
 118.1 269.2
 GND CON
 119.75 269.2 (NORTH)
 132.55 269.2 (SOUTH)
 PHOENIX TOWER
 118.7 278.8 (Rwy 8-26)
 120.9 254.3 (Rwys 7L-25R, 7R-25L)
 PHOENIX DEP CON
 126.8 269.6



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: MOBIE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MOBIE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition).
Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

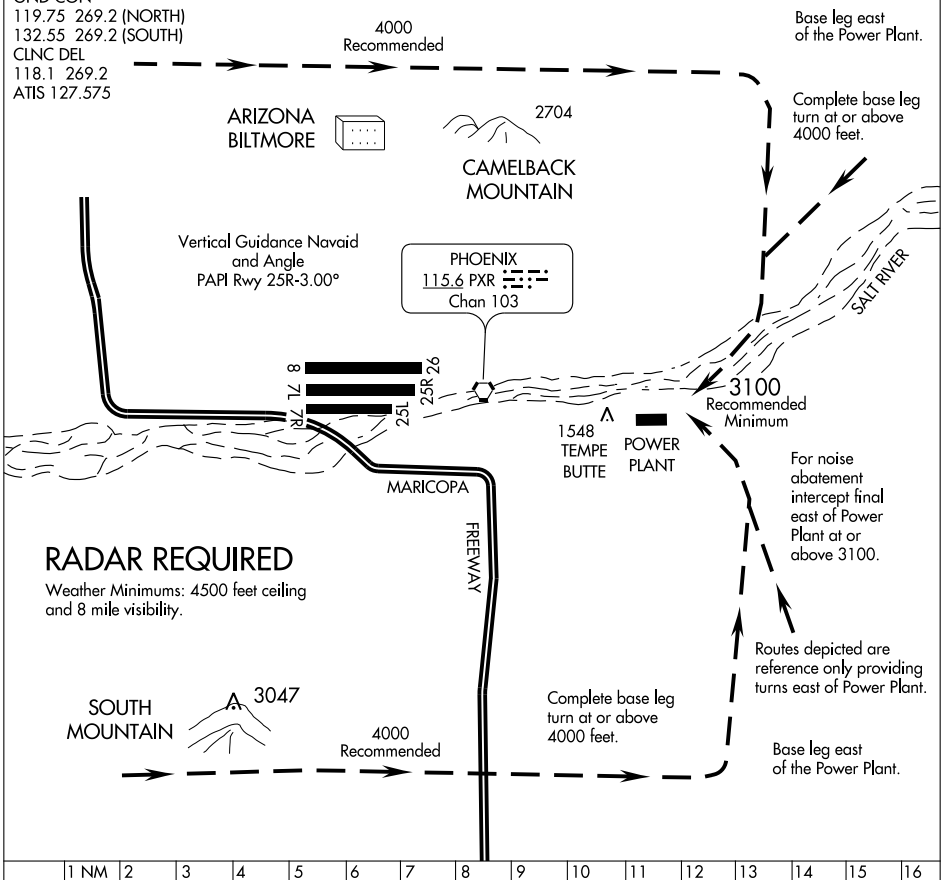
Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL

POWER PLANT VISUAL RWY 25R

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

PHOENIX APP CON
126.8 256.9
128.65 353.8
PHOENIX TOWER
120.9 254.3 (Rwy 7L-25R, 7R-25L)
118.7 278.8 (Rwy 8-26)
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
CLNC DEL
118.1 269.2
ATIS 127.575



POWER PLANT VISUAL RWY 25R

When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

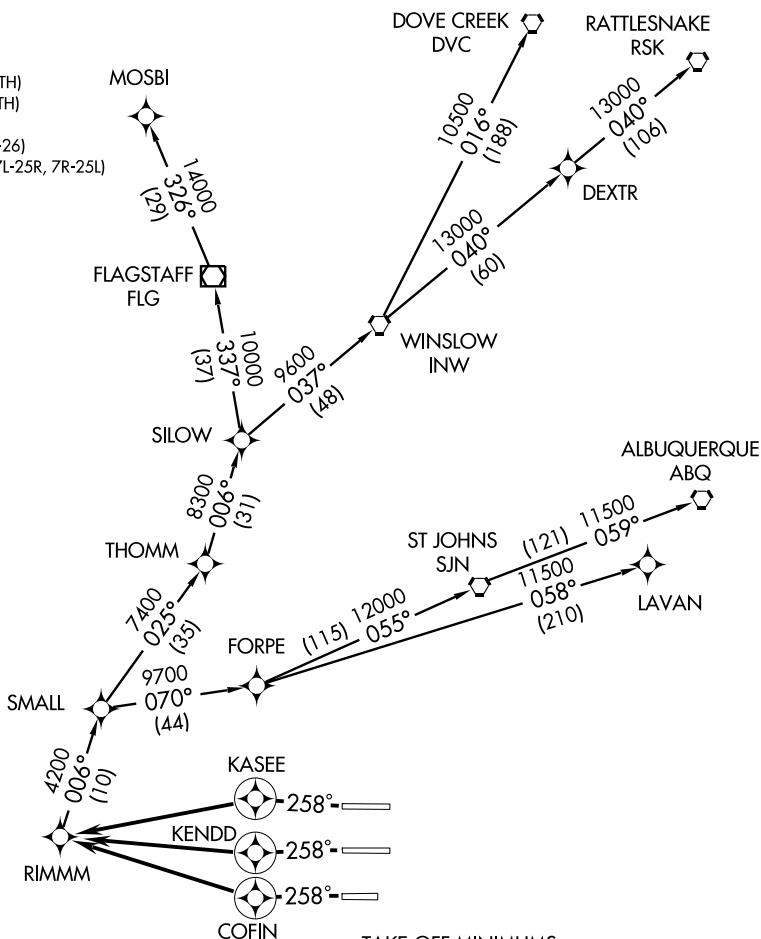
PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6



TAKE-OFF MINIMUMS

Rwys 7L/7R/8: NA

Rwys 25L/25R/26: Standard with minimum climb of 380' per NM to 7000 (ATC).

NOTE: 1. GPS required
2. RNAV 1

NOTE: RIMMM Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RIMMM ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

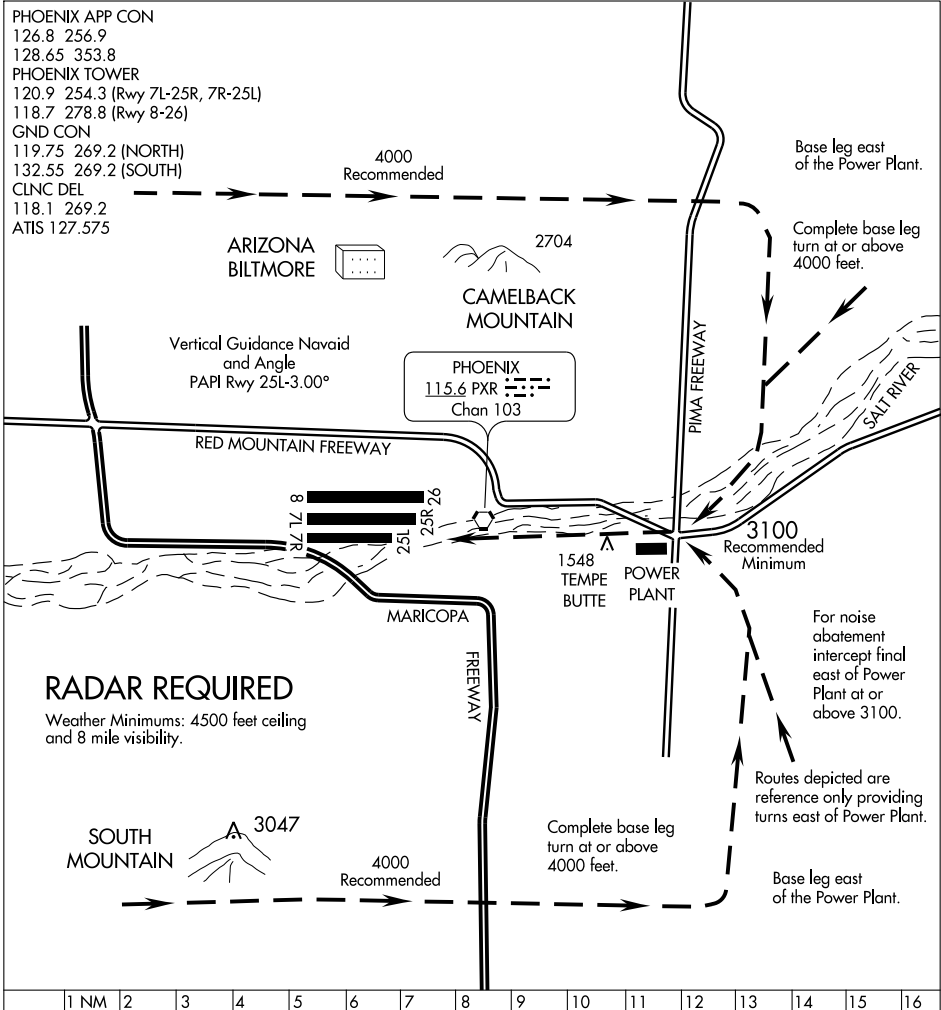
RATTLESNAKE TRANSITION (RIMMM1.RSK)

RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be given utilizing in part the following phaseology:

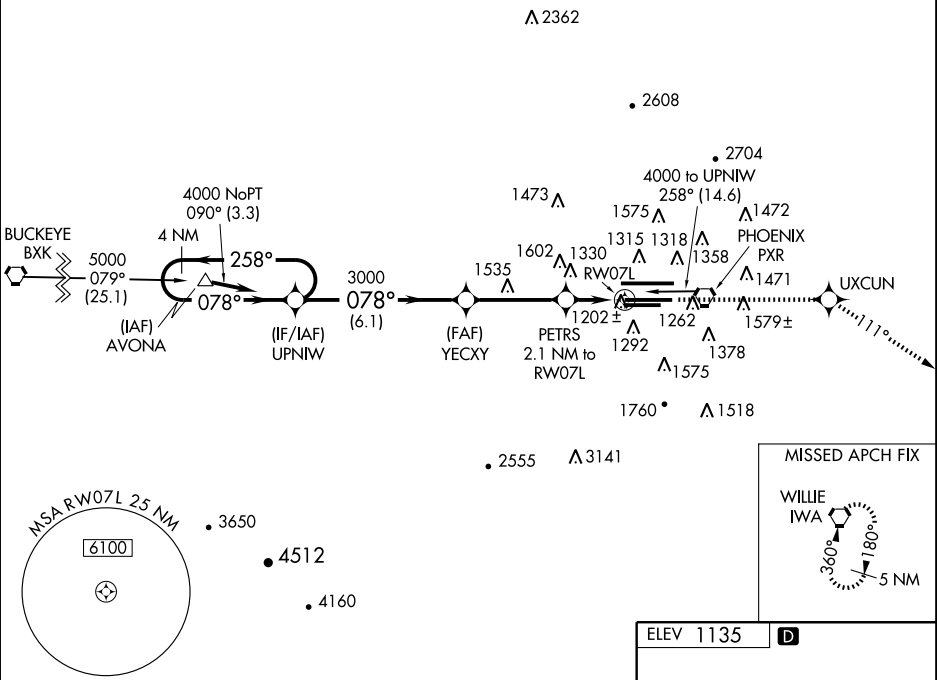
"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"

WAAS CH 65811 W07A	APP CRS 078°	Rwy Idg 10300 TDZE 1116 Apt Elev 1135
--	------------------------	--

RNAV (GPS) Y RWY 7L
PHOENIX SKY HARBOR INTL (PHX)

<p>For inoperative MALS, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.</p>	<p>MALS</p>	MISSED APPROACH: Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.
--	-------------	--

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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VGSI and RNAV glidepath not coincident.				
4 NM Holding Pattern				
UPNIW				
YECXY				
PETERS 2.1 NM to RW07L				
*1.3 NM to RW07L				
*LNAV only				
*1840				
6.1 NM				
3.6 NM				
0.8				
1.3 NM				
CATEGORY	A	B	C	D
LPV DA	1389/24 273 (300-½)			
LNAV/VNAV DA	1519/50 403 (400-1)			
LNAV MDA	1580/24 464 (500-½)	1580/40 464 (500-¾)	1580/50 464 (500-1)	
CIRCLING	1740-1 605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2 ½ 785 (800-2½)	

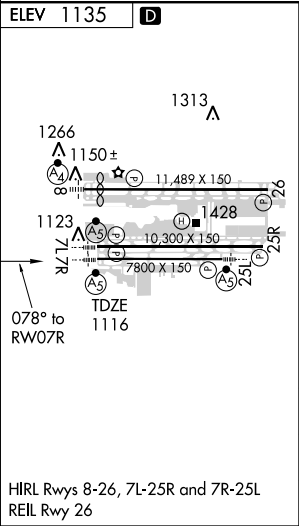
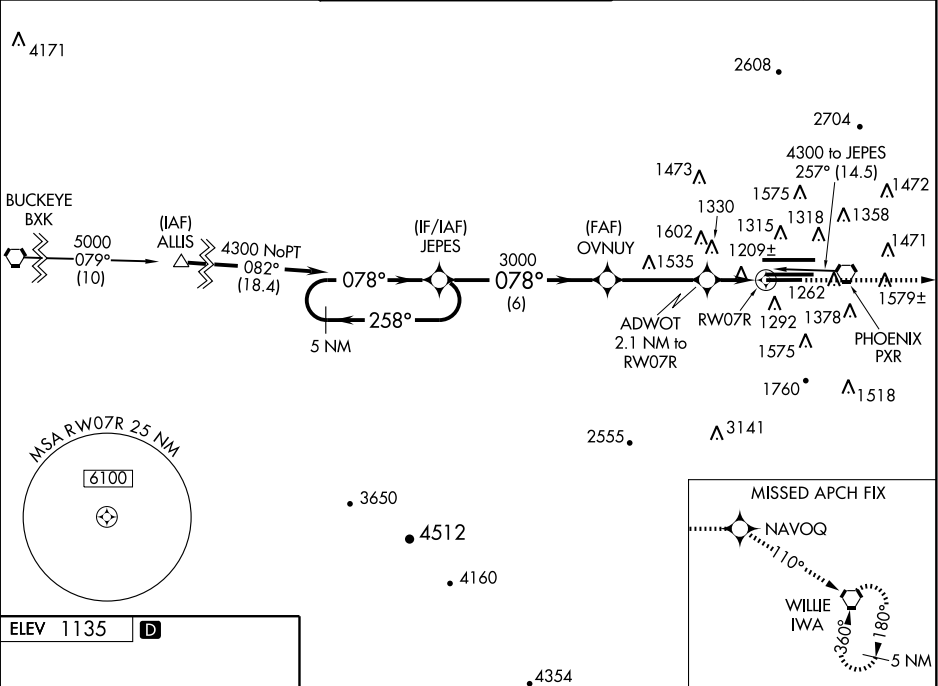
WAAS CH 73011 W07B	APP CRS 078°	Rwy Idg TDZE Apt Elev	7800 1116 1135
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

<p>▼ For inoperative MALS, increase LNAV Cat A/B visibility to 1 mile.</p> <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MALS</p> <p></p>	<p>MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.</p>
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ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern				
JEPES				
OVNUY				
ADWOT 2.1 NM to RW07R				
*1.2 NM to RW07R				
RW07R				
*1840				
6 NM 3.6 NM 0.9 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	1390-¾ 274 (300-¾)			
LNAV/VNAV DA	1520-1 404 (400-1)			
LNAV MDA	1580-¾ 464 (500-¾)			1580-1 464 (500-1)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

WAAS CH 86611 W08A	APP CRS 078°	Rwy Idg 10591 TDZE 1118 Apt Elev 1135
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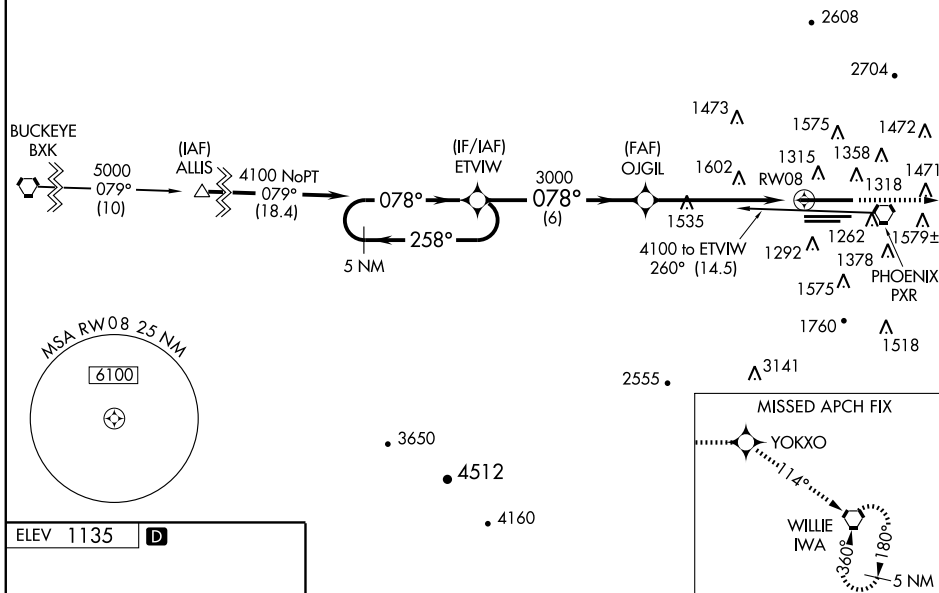
T	Inoperative table does not apply.
A	DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
------------------------	--	---	---	--------------------------------

Λ 4232
4083
• Λ 4171

A 2362



SW-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1135

078° to RW08

TDZE

1313

1266 1118

1150 ±

11,489 X 150

1123

7L/R

10,300 X 150

7800 X 150

1428

25R

25L

26

▼

▲

For inoperative MALS, increase LPV all Cats visibility to 1 1/4.

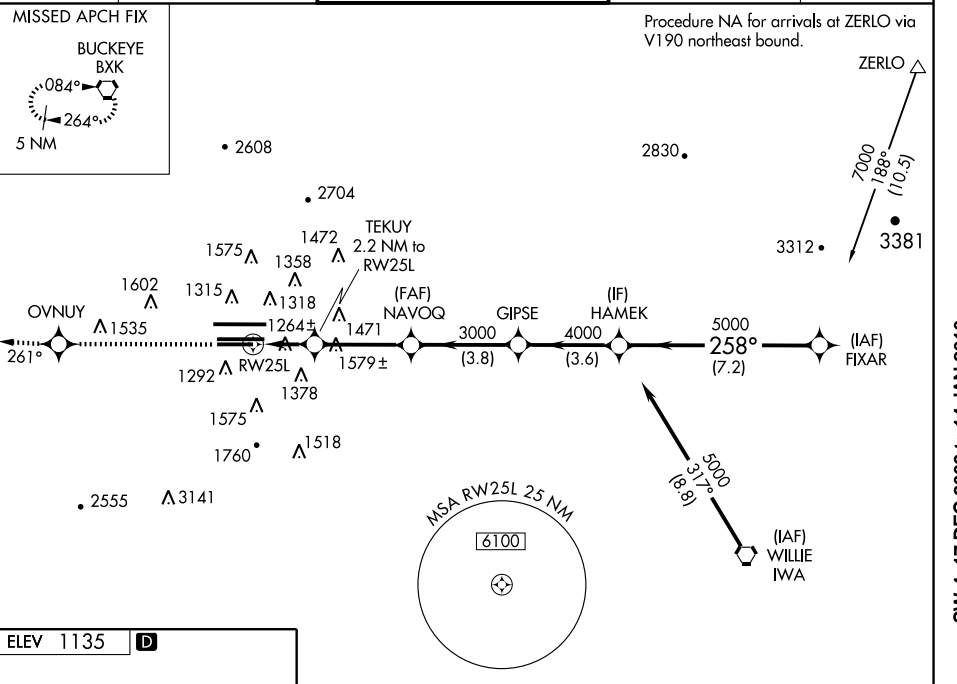
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 5000 direct OVNUI and via 261° track to BXX VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135

5000

OVNUI

261° track

BXX

VGSI and RNAV glidepath not coincident.

* LNAV only

TEKUY 2.2 NM to RW25L

NAVQ

GIPSE

HAMEK

FIXAR

1880*

3000

7000

Procedure Turn NA

GS 3.00° TCH 49

CATEGORY	A	B	C	D
LPV DA	1482-3/4 356 (400-3/4)			
LNAV/VNAV DA	1613-1 1/4 487 (500-1 1/4)			
LNAV MDA	1680-1/2 554 (600-1/2)	1680-1 554 (600-1)	1680-1 554 (600-1 1/4)	1680-1 1/4 554 (600-1 1/4)
CIRCLING	1740-1 605 (700-1)	1740-1 3/4 605 (700-1 3/4)	1920-2 1/2 785 (800-2 1/2)	1920-2 1/2 785 (800-2 1/2)

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

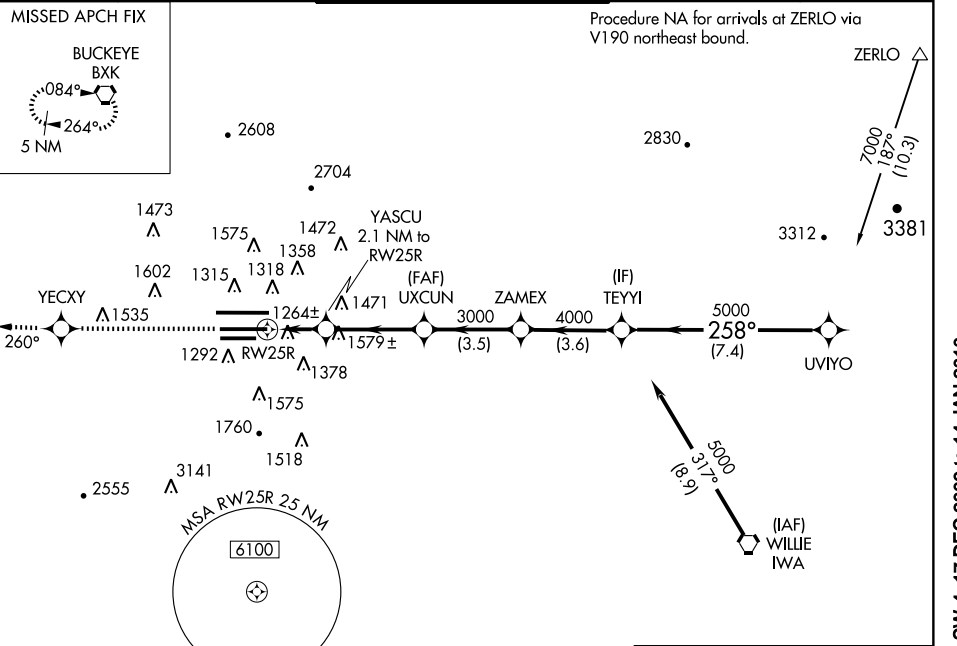
SW-4. 17 DEC 2009 to 14 JAN 2010

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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5000

YECXY

260° track

BXK

VGSI and RNAV glidepath not coincident.

* LNAV only

YASCU 2.1 NM to RW25R

UXCUN

ZAMEX

TEYYI

UVIYO

7000

Procedure Turn NA

GS 3.00° TCH 55'

1860*

3000

4000

5000

258°

1.4 NM

0.7 NM

3.5 NM

3.5 NM

3.6 NM

7.4 NM

CATEGORY	A	B	C	D
LPV DA	1439-1 305 (400-1)			
LNAV/VNAV DA	1580-1½ 446 (500-1½)			
LNAV MDA	1640-1 506 (600-1)		1640-1½ 506 (600-1½)	
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾) 1920-2½ 785 (800-2½)	

ELEV 1135

D

1313

1266

1150±

1123

1428

11,489 X 150

10,300 X 150

7800 X 150

25R

258° to RW25R

TDZE 1134

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

SW-4. 17 DEC 2009 to 14 JAN 2010

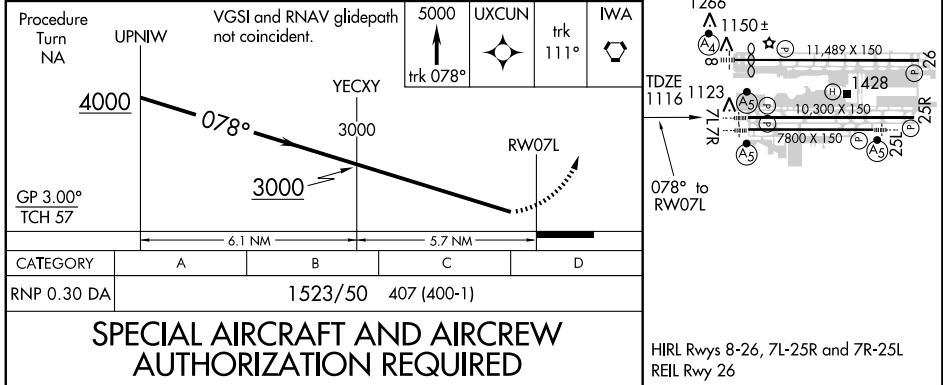
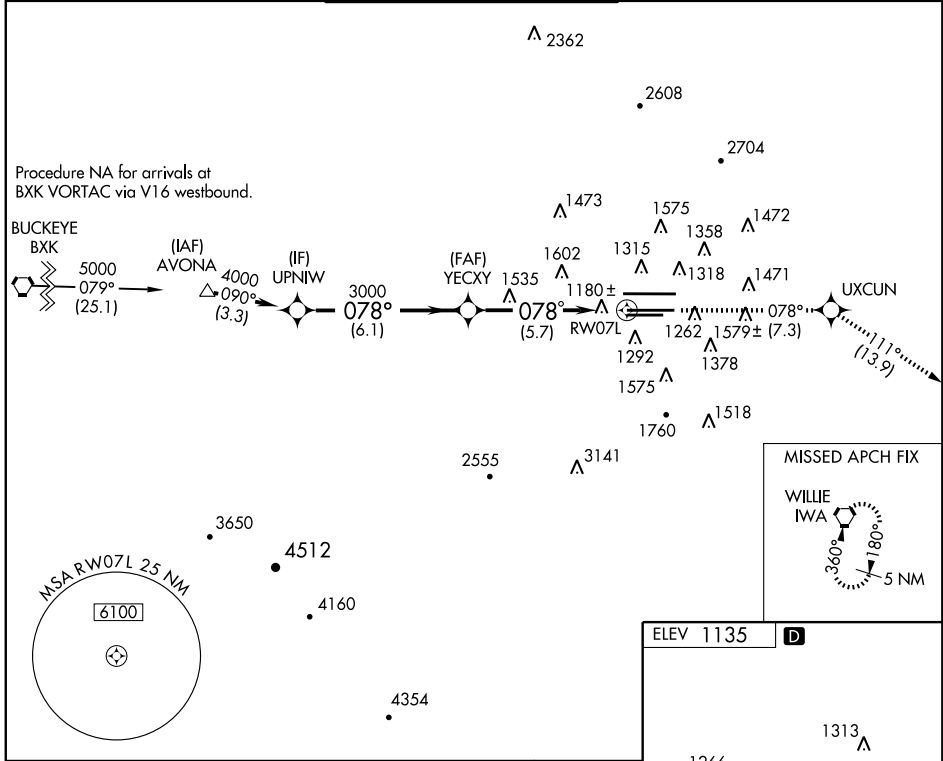
APP CRS	Rwy Idg	10300
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

<div><div>▼</div><div>GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile.</div></div>	<div><div>MALSR</div><div><div><div>A5</div><div>⋮</div></div></div></div>	<div>MISSED APPROACH: Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.</div>
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ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

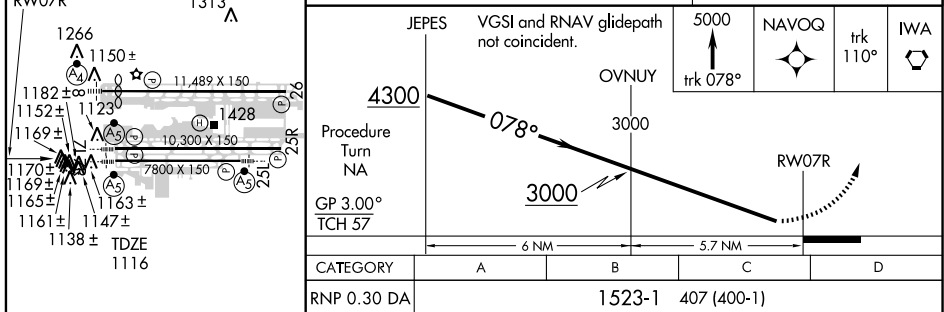
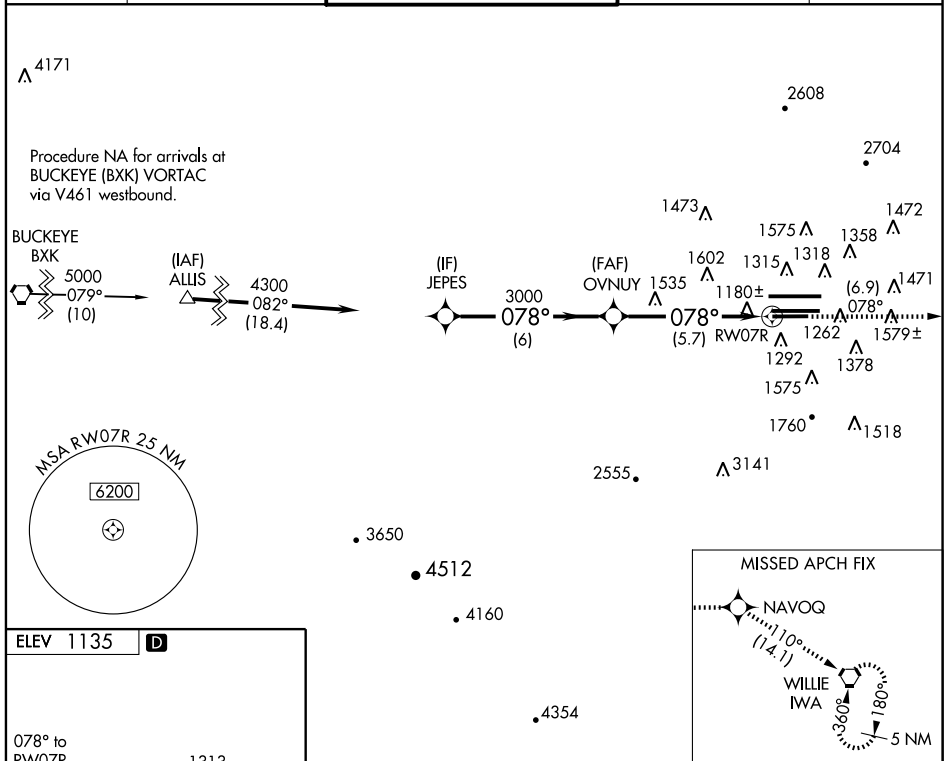


APP CRS	Rwy Idg	7800
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

<div><div><div><div></div><div>GPS required.</div></div><div>For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).</div><div>For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1 ½.</div></div><div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

APP CRS	Rwy Idg	10591
078°	TDZE	1118
	Apt Elev	1135

RNAV (RNP) Z RWY 8

PHOENIX SKY HARBOR INTL (PHX)

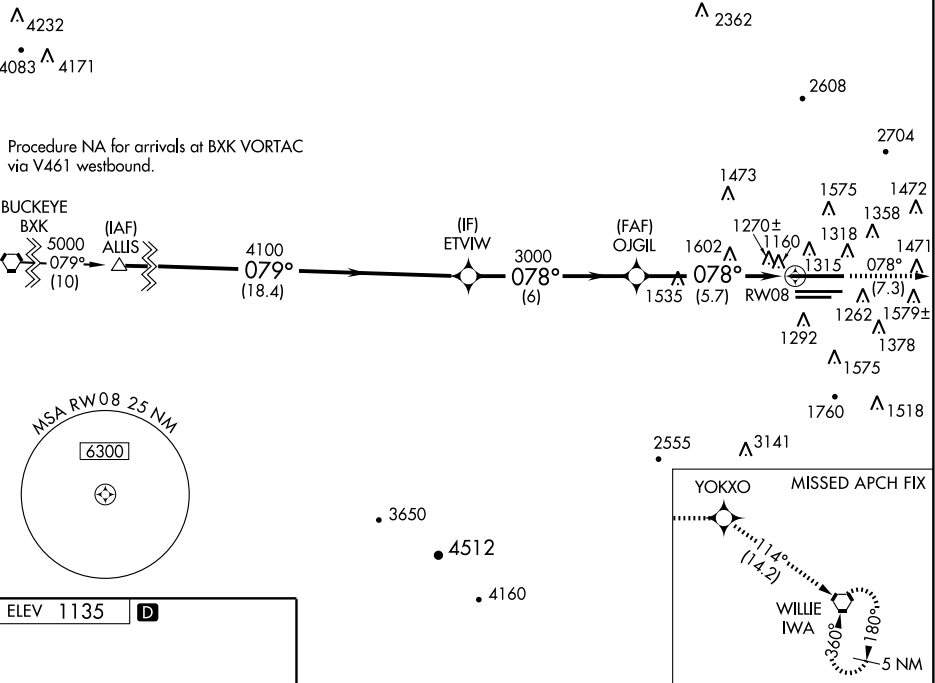
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

MALSF

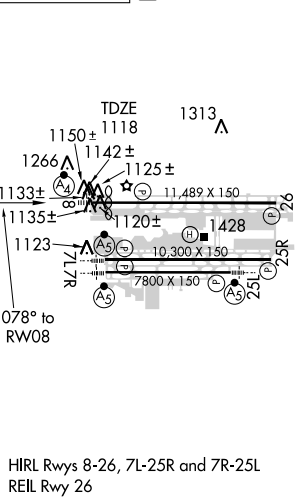


MISSED APPROACH: Climb to 5000 via track 078° to YOKXO and via track 114° to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135 **D**



VGSI and RNAV glidepath not coincident.				
ALLIS	ETVIW	OJGIL	RW08	
5000	4100	3000		
GP 3.00°				
TCH 54				
18.4 NM	6 NM	5.7 NM		
CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1	360 (400-1)		
RNP 0.30 DA	1603-1½	485 (500-1½)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

RNAV (RNP) Z RWY 25L
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BXK VORTAC and hold.

Procedure NA for arrivals at ZERLO via V190 northeast bound.

MISSED APCH FIX

BUCKEYE BKK

084°

264°

5 NM

2608

2704

2830

3312

3381

OVNUY

1535

1602

1315

1318

1262

1292

1241±

1579±

258°

3000

GIPSE

4000

HAMEK

5000

258°

FIXAR

261° (34.4)

258° (7)

258° (5.6)

3000 (3.8)

4000 (3.6)

5000 (7.2)

RW25L

1473

1575

1358

1472

1471

1262

1292

1241±

1579±

1378

1575

1760

1518

2555

3141

(FAF) NAVOQ

(IF) HAMEK

(IAF) ZERLO

7000 188° (10.5)

MSA RW25L 25 NM

6300

ELEV 1135

D

SW-4. 17 DEC 2009 to 14 JAN 2010

5000 ↑ trk 258°	OVNUY ✦ trk 261°	BXK ◡	VGSI and RNAV glidepath not coincident.		FIXAR
RW25L		NAVOQ 3000	GIPSE 4000	HAMEK 5000	7000 Procedure Turn NA GP 3.00° TCH 49
5.6 NM		3.8 NM	3.6 NM	7.2 NM	
CATEGORY	A		B	C	D
RNP 0.11 DA	1617-1¼		491 (500-1¼)		
RNP 0.30 DA	1664-1½		538 (600-1½)		
<p align="center">SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED</p>					

RNAV (RNP) Z RWY 25R
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to YECXY and via track 260° to BXX VORTAC and hold.

MISSED APCH FIX

Procedure NA for arrivals at ZERLO
via V190 northeastbound.

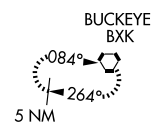


Diagram illustrating the layout of HIRL Rwy 8-26, 7L-25R, and 7R-25L. The diagram shows three parallel runways with various navigation aids and distances marked.

- Runway 8-26:** Located at the top. A star symbol is present. Distance markers include 11,489 X 150 and 11,550 ±.
- Runway 7L-25R:** Located in the middle. Distance markers include 10,300 X 150 and 7,800 X 150.
- Runway 7R-25L:** Located at the bottom. Distance markers include 10,300 X 150 and 7,800 X 150.
- Navigation Aids:** Various symbols are present, including a star, a circle with a cross, and a circle with a dot.
- Other Markings:** A 'D' in a square is at the top. A note '258° to RWY 25R' points to the right side of the diagram.

RNAV (RNP) Z RWY 26
PHOENIX SKY HARBOR INTL (PHX)

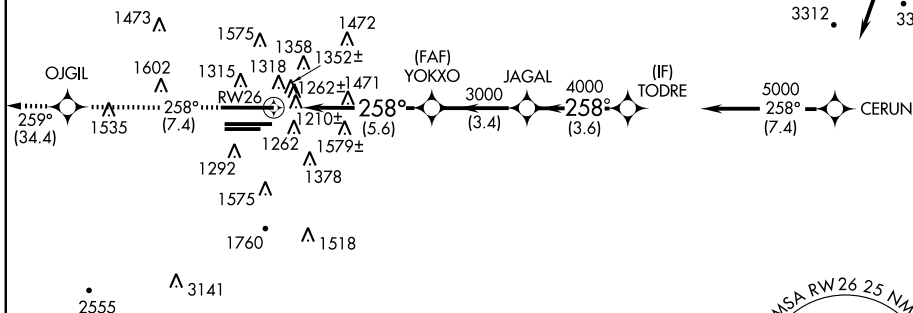
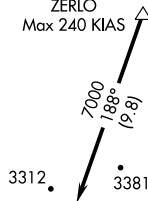
MISSED APPROACH: Climb to 5000 via track 258° to OJGIL and via track 259° to B XK VORTAC and hold.

MISSED APCH FIX

3982

Procedure NA for arrivals at ZERLO
via V190 eastbound.

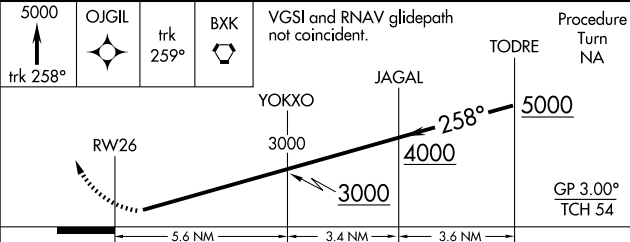
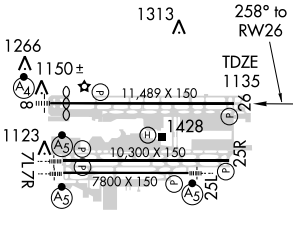
(IAF)
ZERLO
Max 240 KIAS 



SW-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1135

D



CATEGORY	A	B	C	D
RNP 0.11 DA		1490-1¼	355 (400-1¼)	
RNP 0.20 DA		1590-1½	455 (500-1½)	
RNP 0.30 DA		1654-1¾	519 (600-1¾)	

HIRL Rwy 8-26, 7L-25R and 7R-25L
REFL Rwy 26

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

SILOW ONE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER

118.7 278.8 (Rwys 7L-25R, 7R-25L)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35'
W112°18.23'
L-9, H-3

GRAND CANYON
113.1 GCN
Chan 78
N35°57.62'
W112°08.76'

FLAGSTAFF
113.85 FLG
Chan 85 (Y)
N35°08.83'
W111°40.45'

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53'
W108°55.88'
L-9, H-3

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90'
W108°05.93'
L-8, H-4

WINSLOW
112.6 INW
Chan 73
N35°03.70'
W110°47.70'

TAKE-OFF MINIMUMS

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

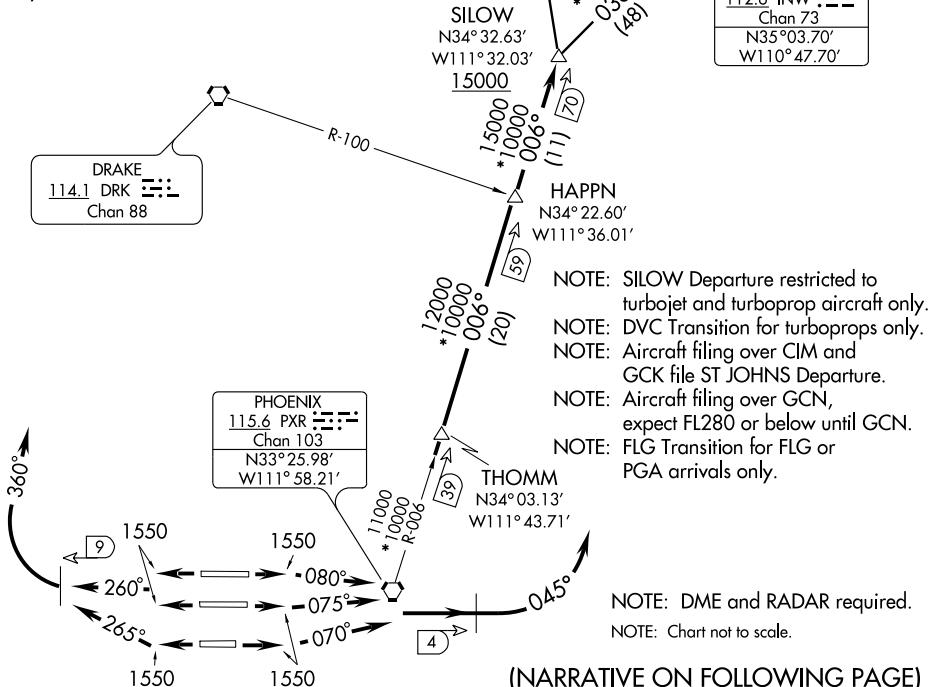
TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak

Rwy 25L/25R/26: 3047 tower



(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

SMALL ONE DEPARTURE (RNAV)

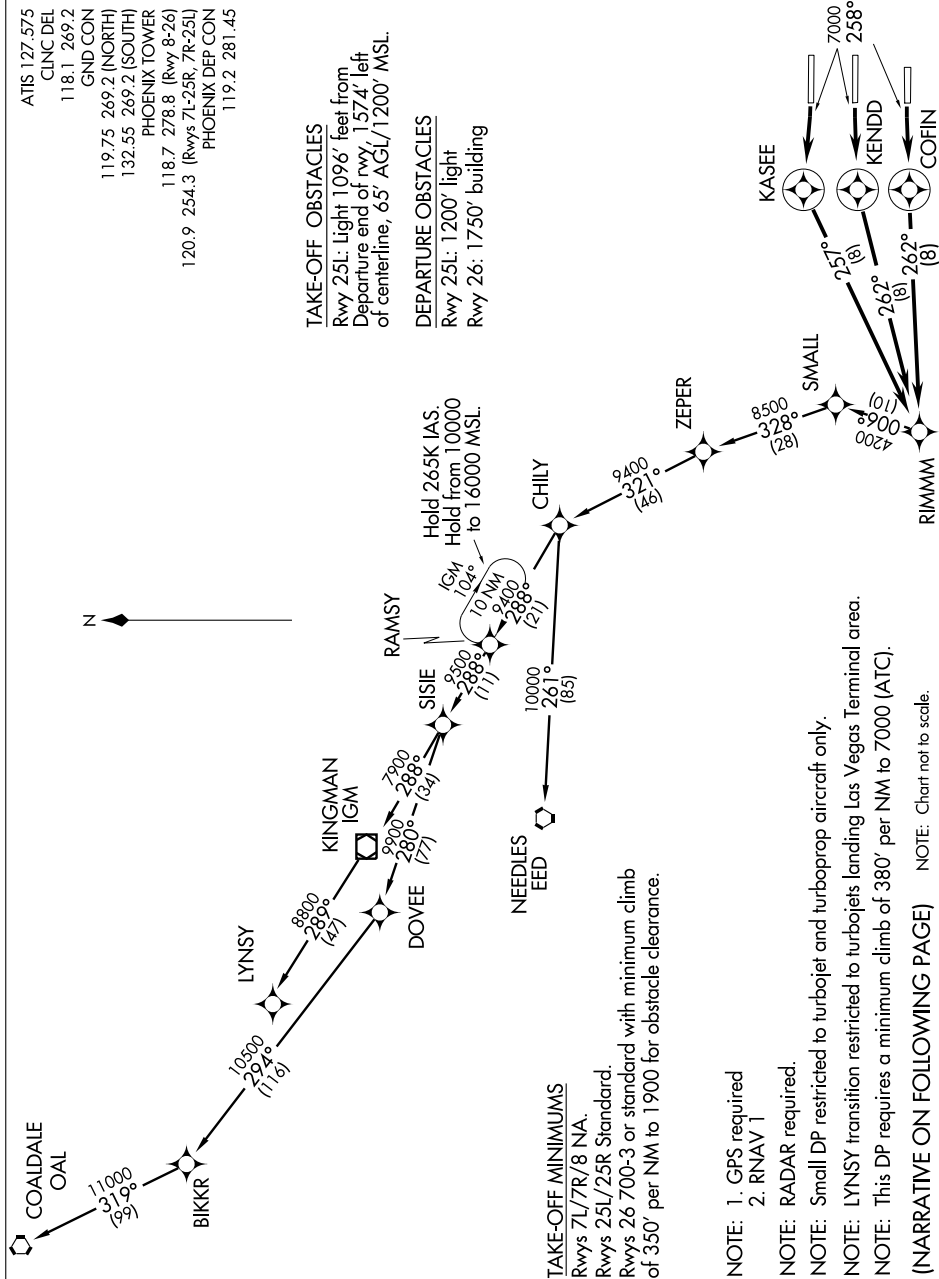
ATIS 127.575
CLINC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
20.9 254.3 (Rwys 7L+25R, 7R+25L)
PHOENIX DEP CON
119.2 281.45

TAKE-OFF OBSTACLES

Rwy 25L: Light 1096' feet from
Departure end of rwy, 1574' left
of centerline, 65' AGL/1200' MSL.

DEPARTURE OBSTACLES

Rwy 25L: 1200' light
Rwy 26: 1750' building



SMALL ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

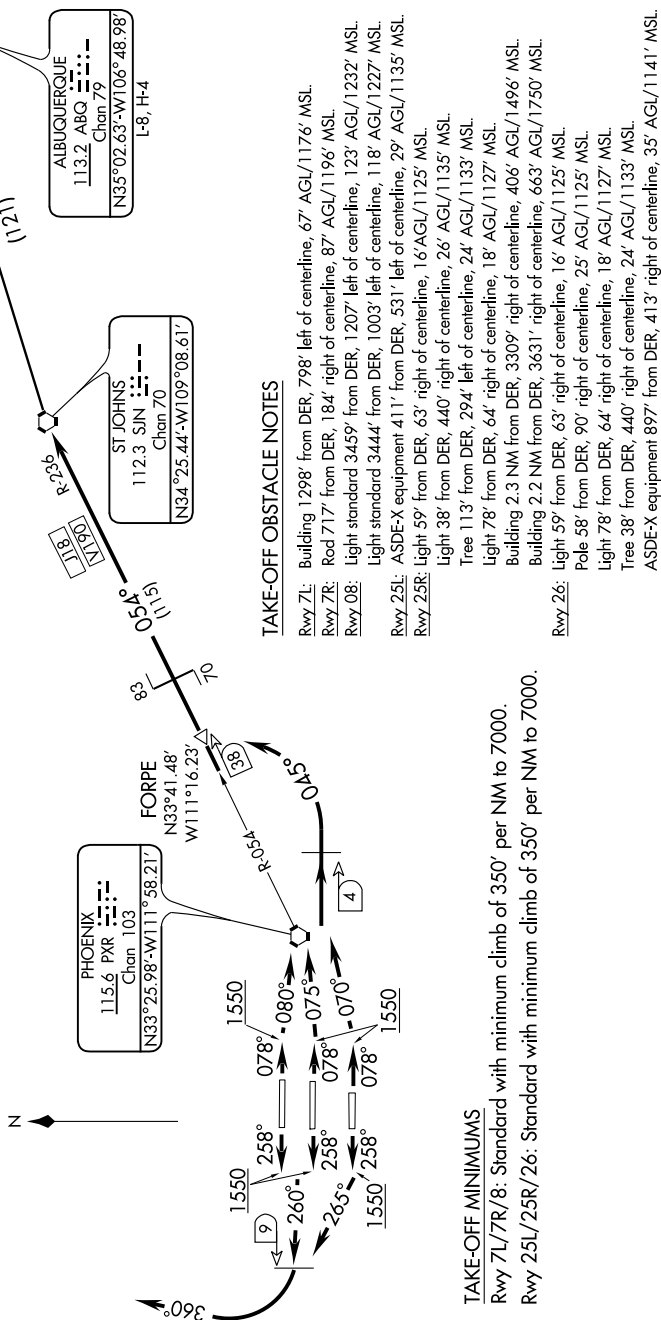
ST. JOHNS FIVE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR (PHX)
PHOENIX, ARIZONA

NOTE: ST JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.
NOTE: Aircraft filing over ALS, RSK and points north of ALS file SILOW DEPARTURE.
NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONW, CNX, PNH, GAG, TCC, IRW, and TXO file MAXXO DEPARTURE.
NOTE: DME and RADAR required.

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45



TAKE-OFF OBSTACLE NOTES

Rwy 7L: Building 1298' from DER, 798' left of centerline, 67' AGL/1176' MSL.
Rwy 7R: Rod 717' from DER, 184' right of centerline, 87' AGL/1196' MSL.
Rwy 08: Light standard 3459' from DER, 1207' left of centerline, 123' AGL/1232' MSL.
Light standard 3444' from DER, 1003' left of centerline, 118' AGL/1227' MSL.
Rwy 25L: ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL.
Rwy 25R: Light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL.
Light 38' from DER, 440' right of centerline, 26' AGL/1135' MSL.
Tree 113' from DER, 294' left of centerline, 24' AGL/1133' MSL.
Light 78' from DER, 64' right of centerline, 18' AGL/1127' MSL.
Building 2.3 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL.
Building 2.2 NM from DER, 3631' right of centerline, 663' AGL/1750' MSL.
Rwy 26: Light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL.
Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL.
Light 78' from DER, 64' right of centerline, 18' AGL/1127' MSL.
Tree 38' from DER, 440' right of centerline, 24' AGL/1133' MSL.
ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 350' per NM to 7000.
Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ST. JOHNS FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

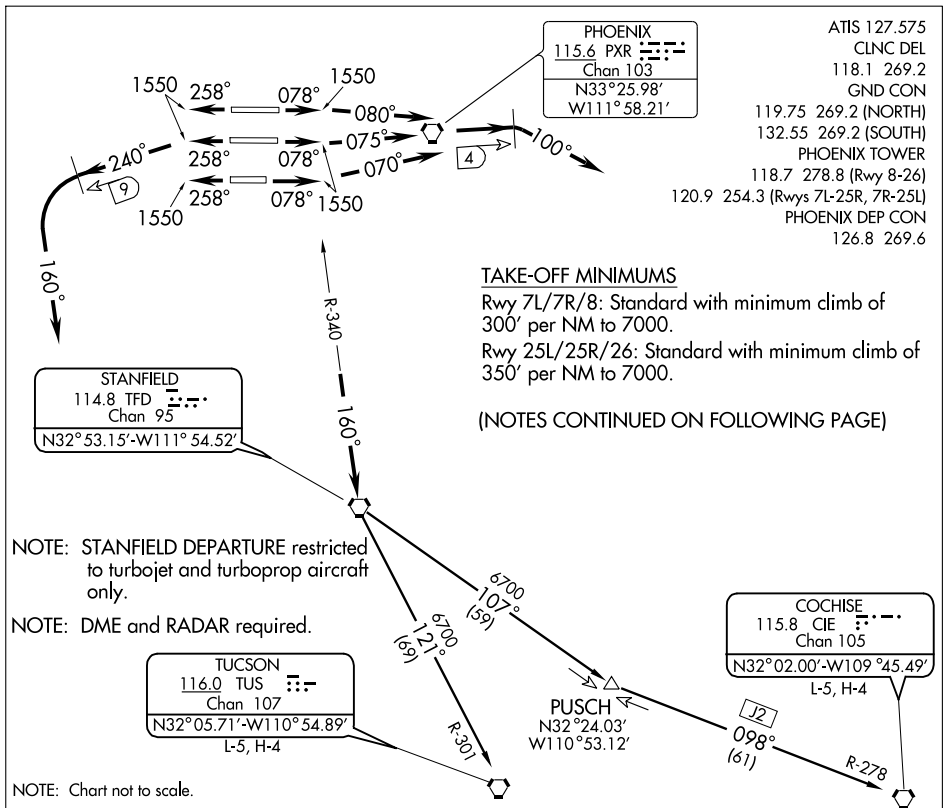
TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

STANFIELD TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COCHISE TRANSITION (TFD2.CIE): From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

TUCSON TRANSITION (TFD2.TUS): From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

STANFIELD TWO DEPARTURE

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

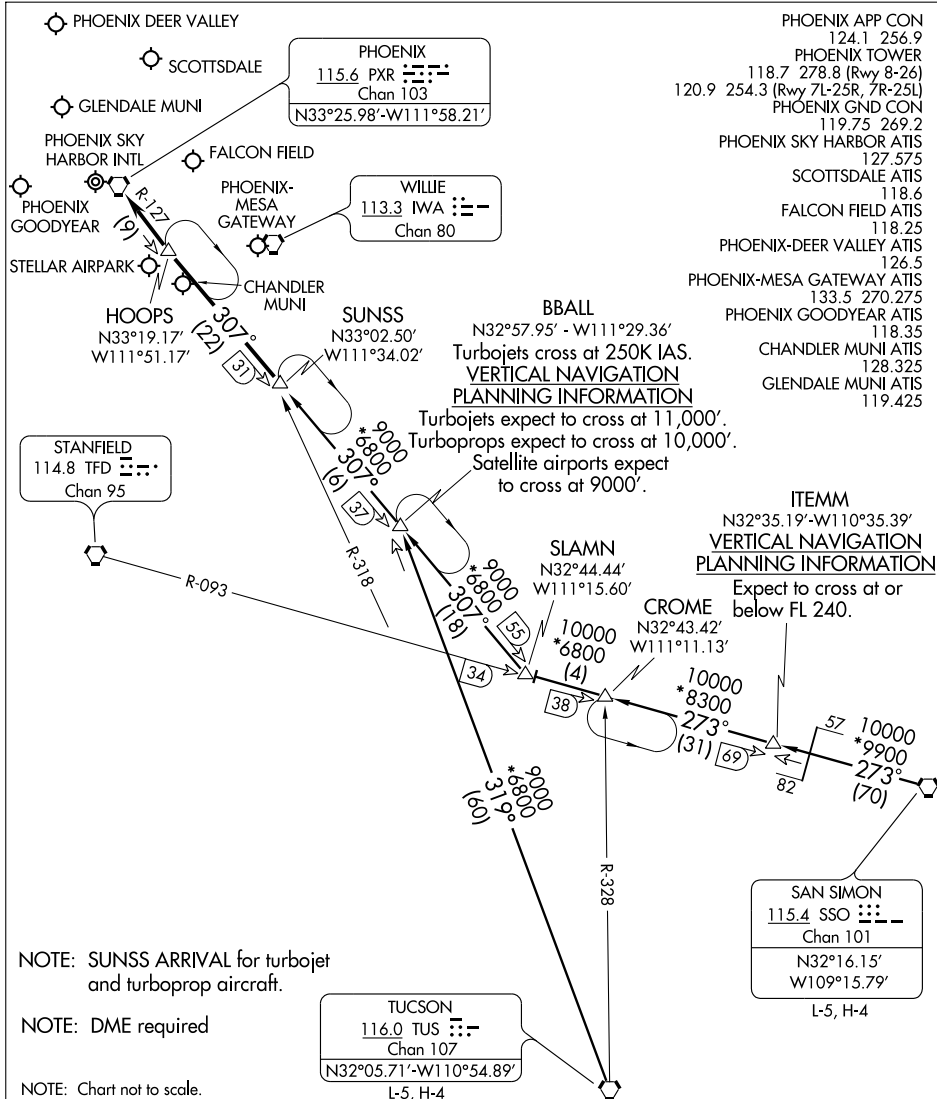
Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

(VANZZ1.VANZZ) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

VANZZ ONE DEPARTURE (RNAV)

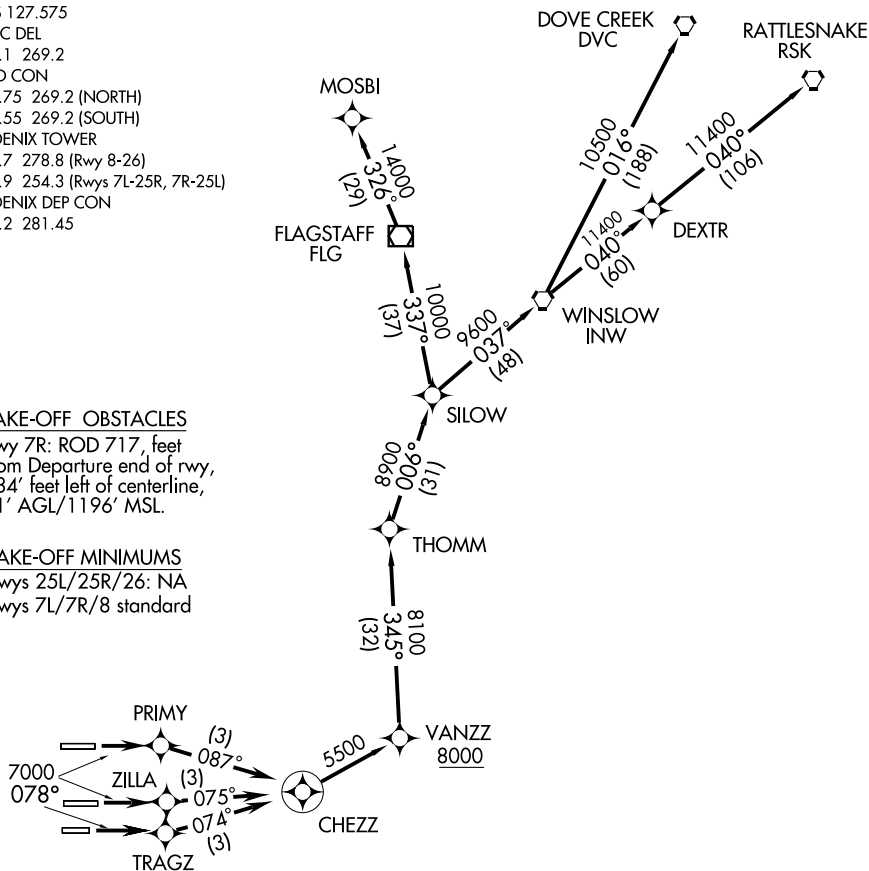
ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45

TAKE-OFF OBSTACLES

Rwy 7R: ROD 717, feet
from Departure end of rwy,
184' feet left of centerline,
61' AGL/1196' MSL.

TAKE-OFF MINIMUMS

Rwys 25L/25R/26: NA
Rwys 7L/7R/8 standard



NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC,
BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 17 DEC 2009 to 14 JAN 2010

VANZZ ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

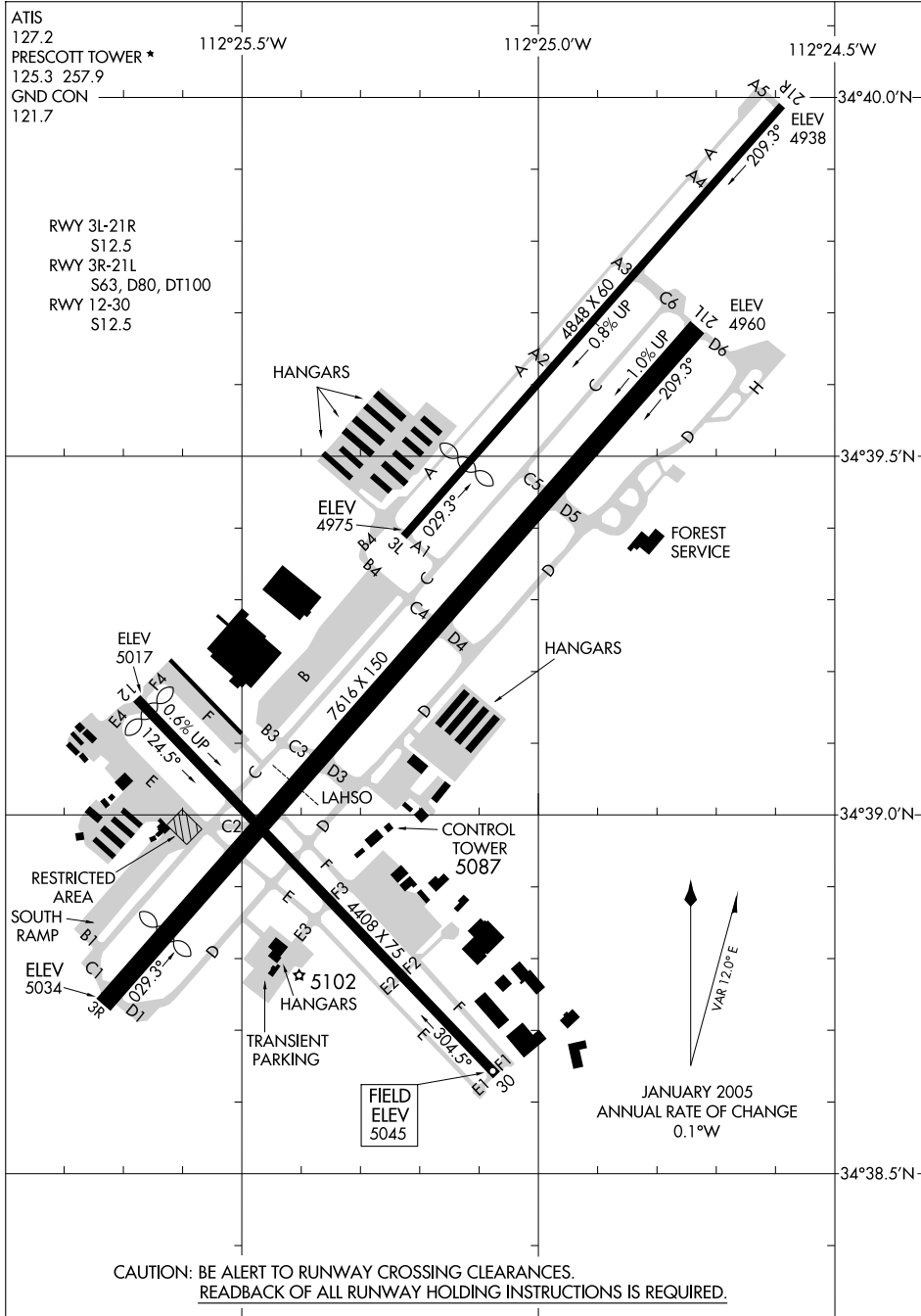
MOSBI TRANSITION (VANZZ1.MOSBI)

RATTLESNAKE TRANSITION (VANZZ1.RSK)

AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)
PRESCOTT, ARIZONA



SW-4. 17 DEC 2009 to 14 JAN 2010

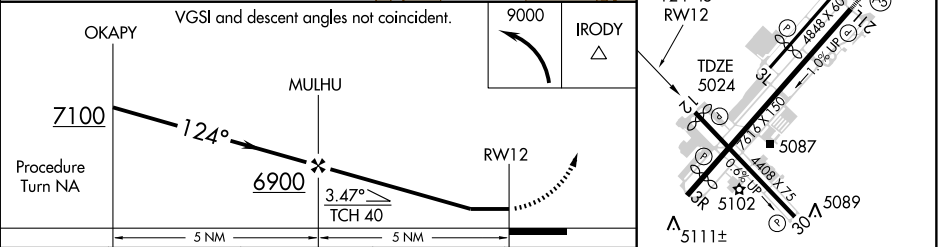
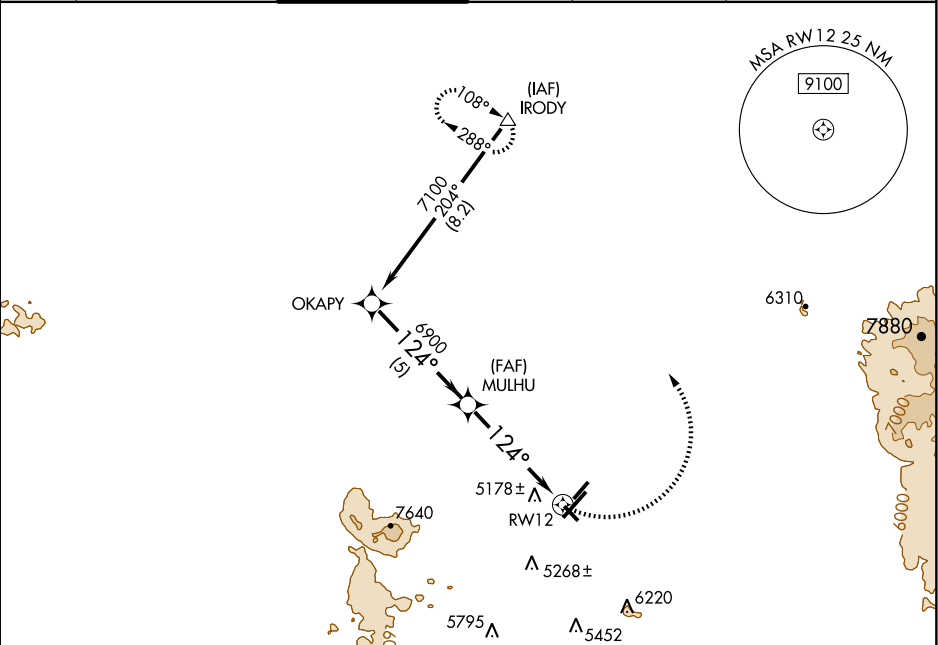
GPS RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

APP CRS	Rwy Idg	4258
124°	TDZE	5024
	Apt Elev	5045

<div><div>▼</div><div>NA</div></div>	MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.
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ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 (12-30) 125.3 (CTAF) (3R-21L)
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CATEGORY	A	B	C	D
S-12	5440-1	416 (400-1)	5440-1¼	416 (400-1¼)
CIRCUING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R



MIRL Rwy 3R-21L and 12-30

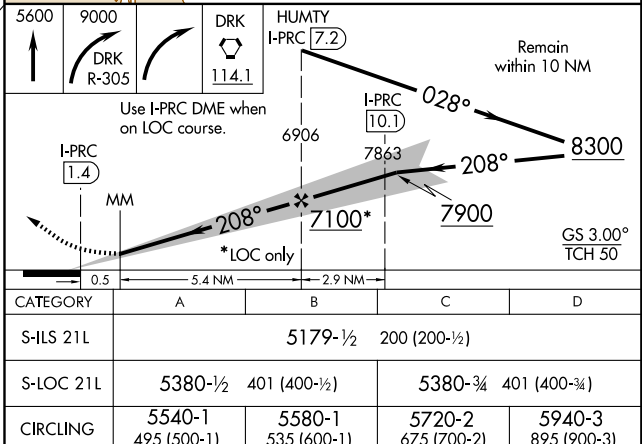
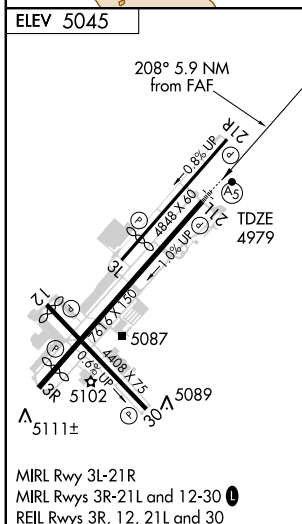
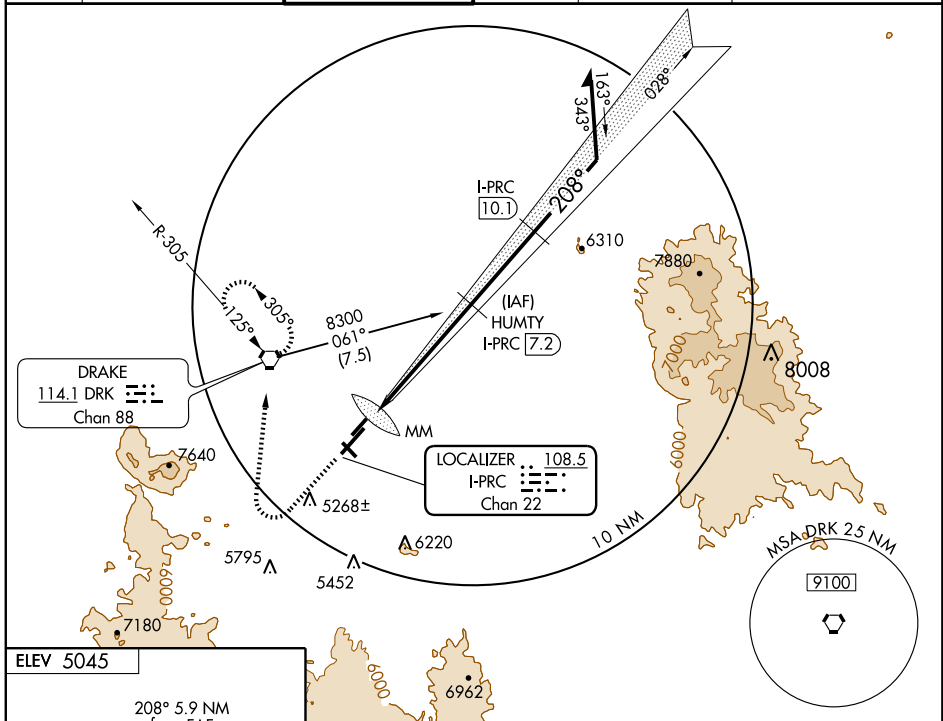
REIL Rwy 3R, 12, 21L and 30

LOC/DME I-PRC 108.5 Chan 22	APP CRS 208°	Rwy Idg 7616 TDZE 4979 Apt Elev 5045
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ILS/DME RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

					MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.	
ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 ① (12-30) 125.3 (CTAF) ① (3R-21L)	



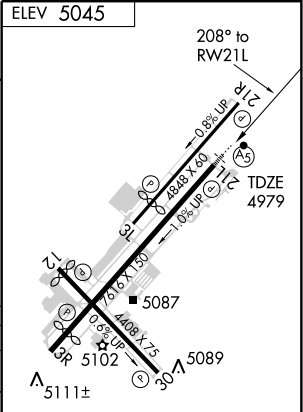
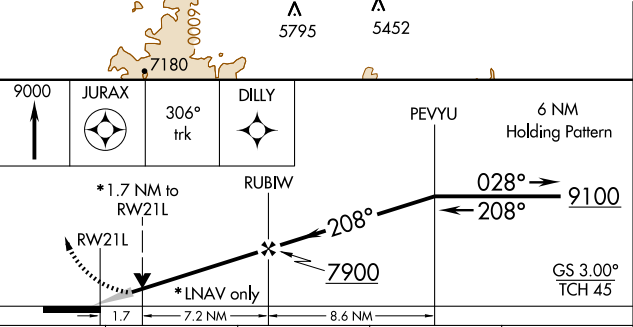
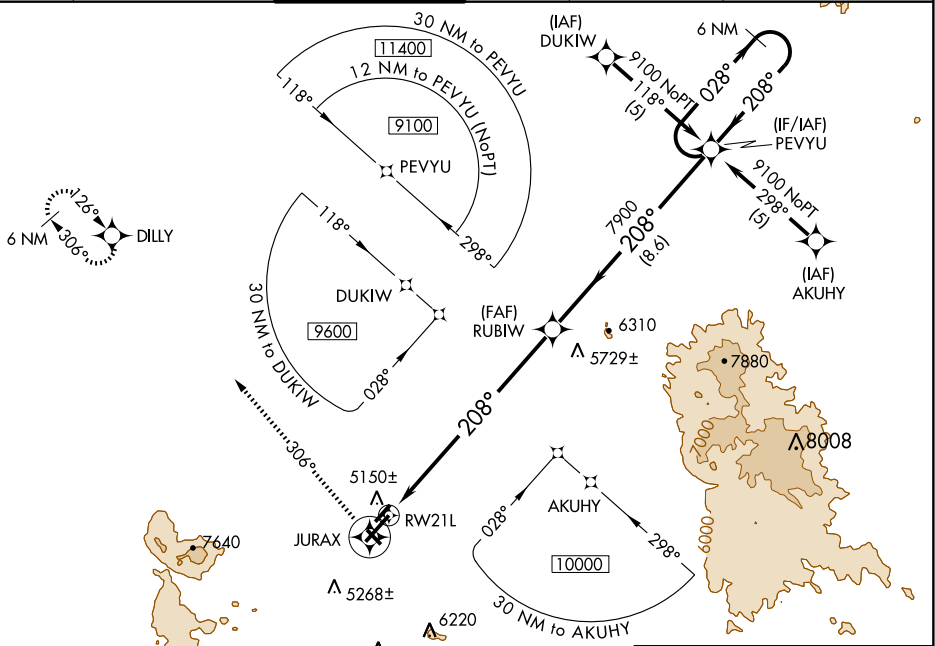
WAAS CH 40002 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev 7616 4979 5045
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RNAV (GPS) RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

 DME/DME RNP-0.3 NA. Baro-VNAV NA below -25°C (-13°F).	 MALSR	MISSED APPROACH: Climb to 9000 direct JURAX and via 306° track to DILLY and hold.
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ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 (12-30) 125.3 (CTAF) (3R-21L)
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CATEGORY	A	B	C	D
LPV DA	5230-½ 251 (200-½)			
RNAV/VNAV DA	5380-1 401 (400-1)			
RNAV MDA	5560-½ 581 (600-½)	5560-1 581 (600-1)	5560-1¼ 581 (600-1¼)	5560-1¼ 581 (600-1¼)
CIRCLING	5560-1½ 515 (600-1½)	5560-1½ 615 (700-1½)	5720-2 675 (700-2)	6000-3 955 (1000-3)

MIRL Rwy 3L-21R
MIRL Rwy 3R-21L and 12-30
REIL Rwy 3R, 12, 21L and 30

VOR RWY 12

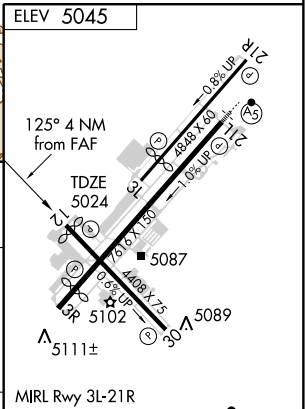
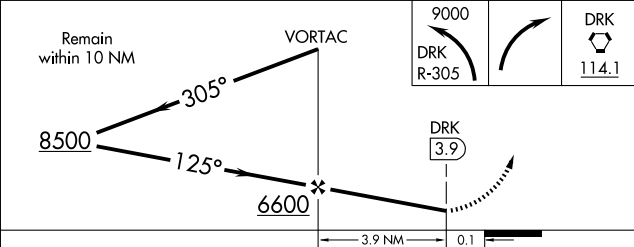
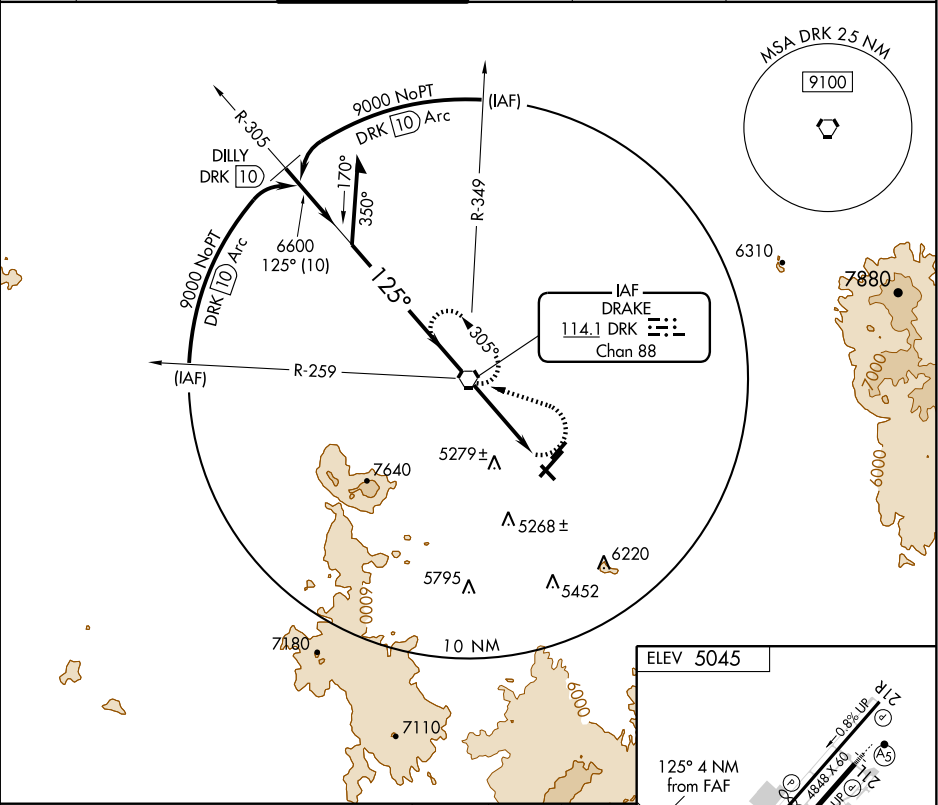
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

VORTAC DRK	APP CRS	Rwy Idg	2528
114.1	125°	TDZE	5024
Chan 88		Apt Elev	5045



MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) (3R-21L)



CATEGORY	A	B	C	D
S-12	5540-1 516 (500-1)	5540-1½ 516 (500-1½)	5540-1¾ 516 (500-1¾)	5540-2 516 (500-2)
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 31-21R					
MIRL Rwy 3R-21L and 12-30					
REIL Rwy 3R, 12, 21L and 30					
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

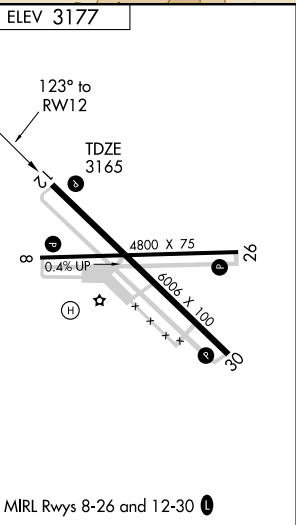
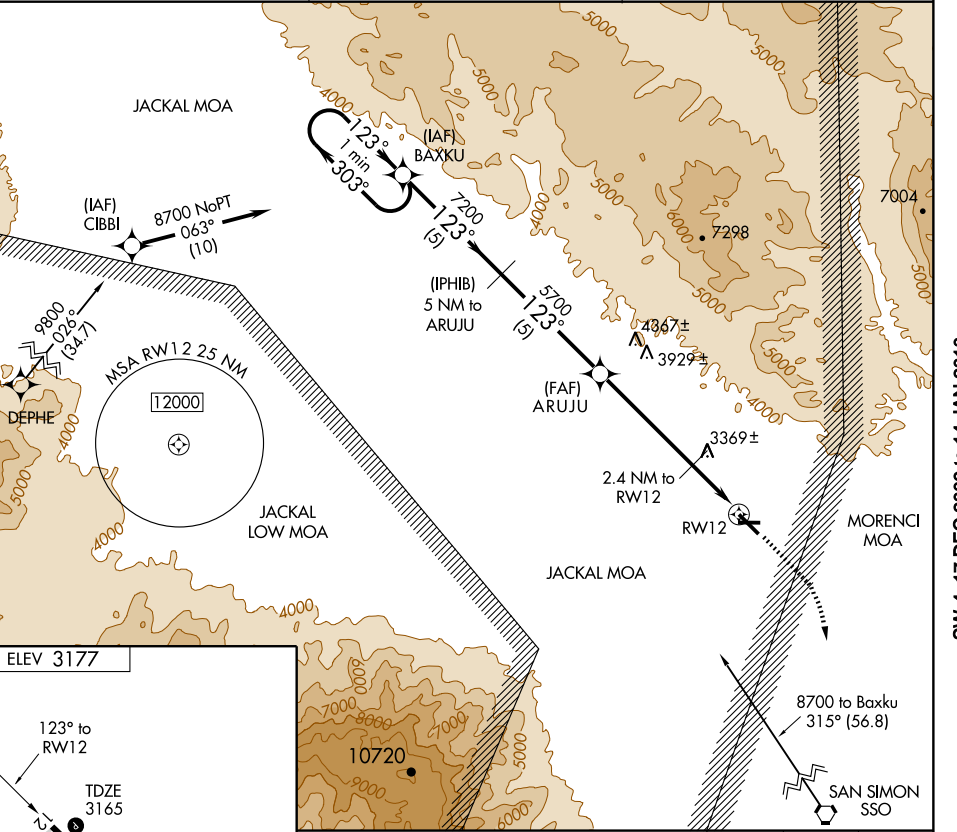
▼

▲

NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern			
<div> <div>8700</div> <div>303°</div> <div>123°</div> <div>7200</div> <div>5700</div> <div>4080</div> <div>5 NM</div> <div>5 NM</div> <div>4.6 NM</div> <div>2.4 NM</div> </div>			
CATEGORY	A	B	C D
S-12	3560-1	395 (400-1)	NA
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA

SW-4. 17 DEC 2009 to 14 JAN 2010

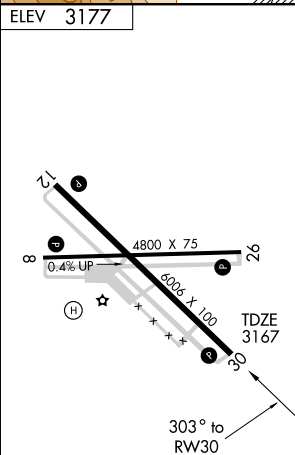
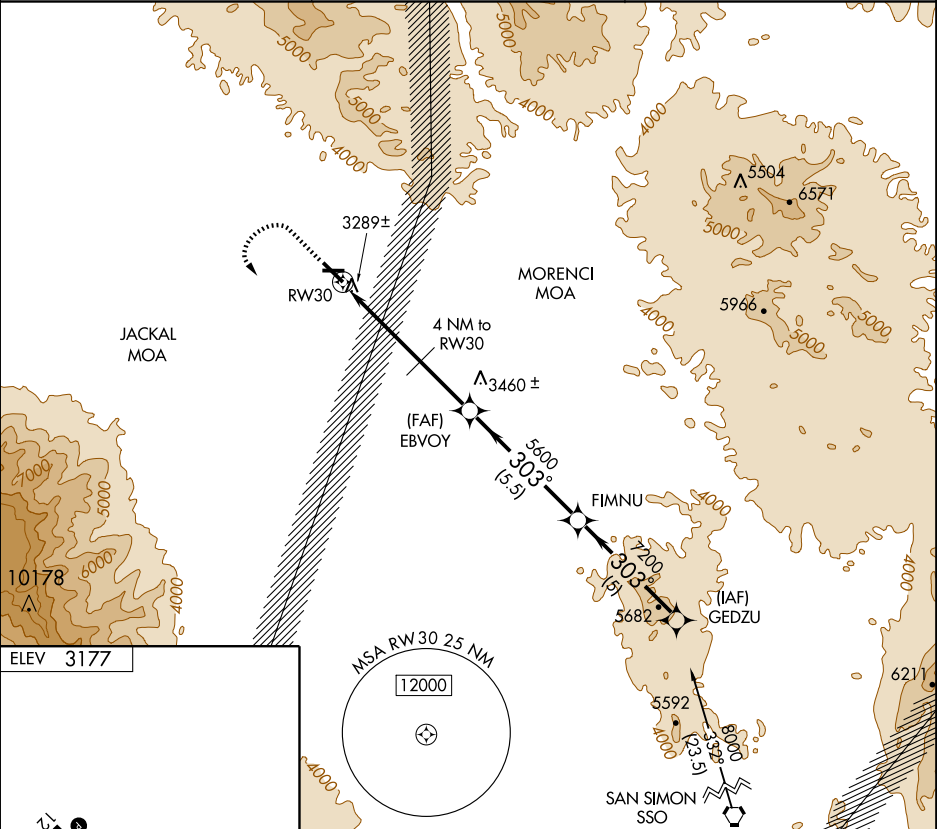
GPS RWY 30
SAFFORD RGNL (SAD)



APP CRS	Rwy Idg	6006
303°	TDZE	3167
	Apt Elev	3177



MISSED APPROACH: Climb to 4000 then climbing left turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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<div><div><div>4000</div><div>↑</div></div><div><div>8700</div><div></div></div><div><div>SSO</div><div></div></div></div>					<div><div>FIMNU</div><div>GEDZU</div></div>				
<div><div><div><div><div></div><div>EBVOY</div></div><div><div>4 NM to RW30</div><div><div>4660</div><div>5600</div></div></div></div><div><div><div><div><div></div><div>RW30</div></div><div><div><div><div></div><div>303°</div></div><div><div>7200</div><div>7800</div></div></div><div><div>Procedure Turn NA</div></div></div></div></div></div></div></div>									
<div><div><div>4 NM</div><div>2.5 NM</div><div>5.5 NM</div><div>5 NM</div></div></div>									
CATEGORY	A		B		C	D			
S-30	3540-1		373 (400-1)		NA				
CIRCLING	3720-1 543 (600-1)		3760-1 583 (600-1)		NA				

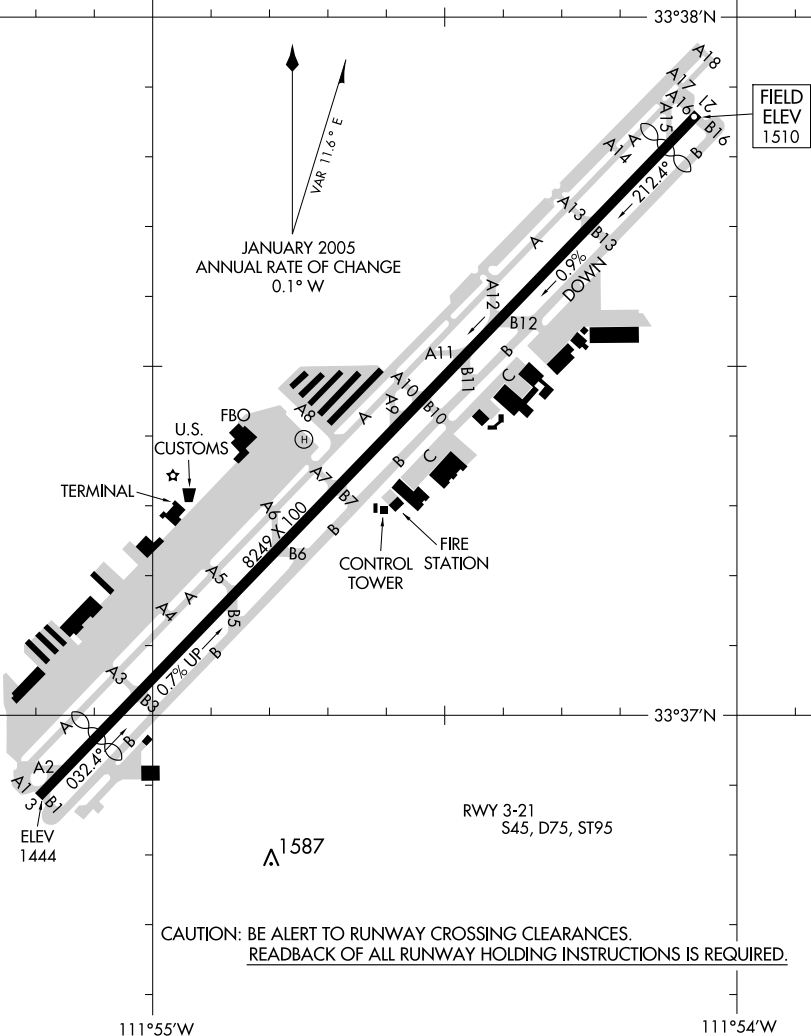
MIRL Rwy 8-26 and 12-30 0

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

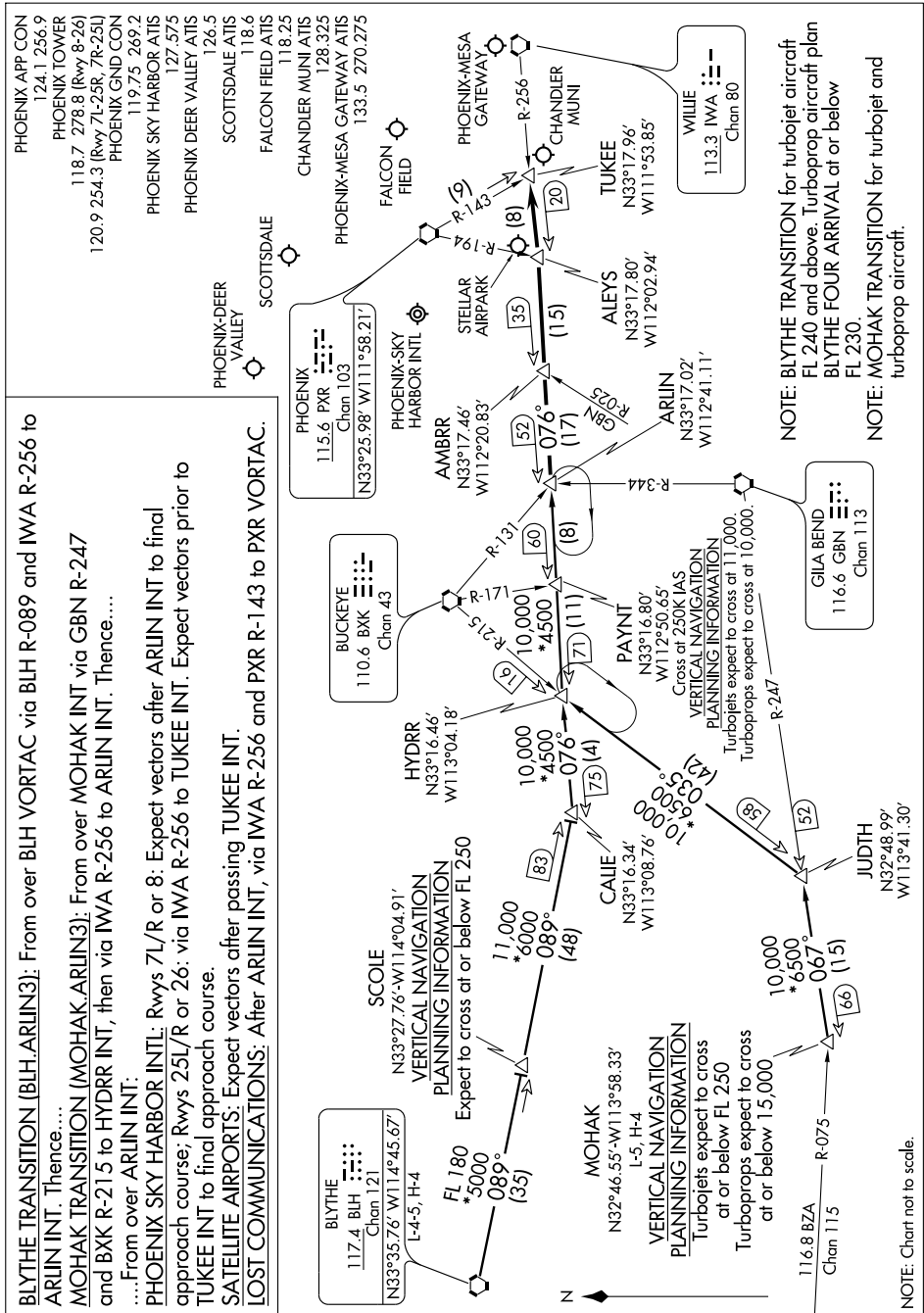
ATIS
118.6
SCOTTSDALE TOWER ★
119.9
GND CON
121.6
CLNC DEL
124.8



ARLIN THREE ARRIVAL

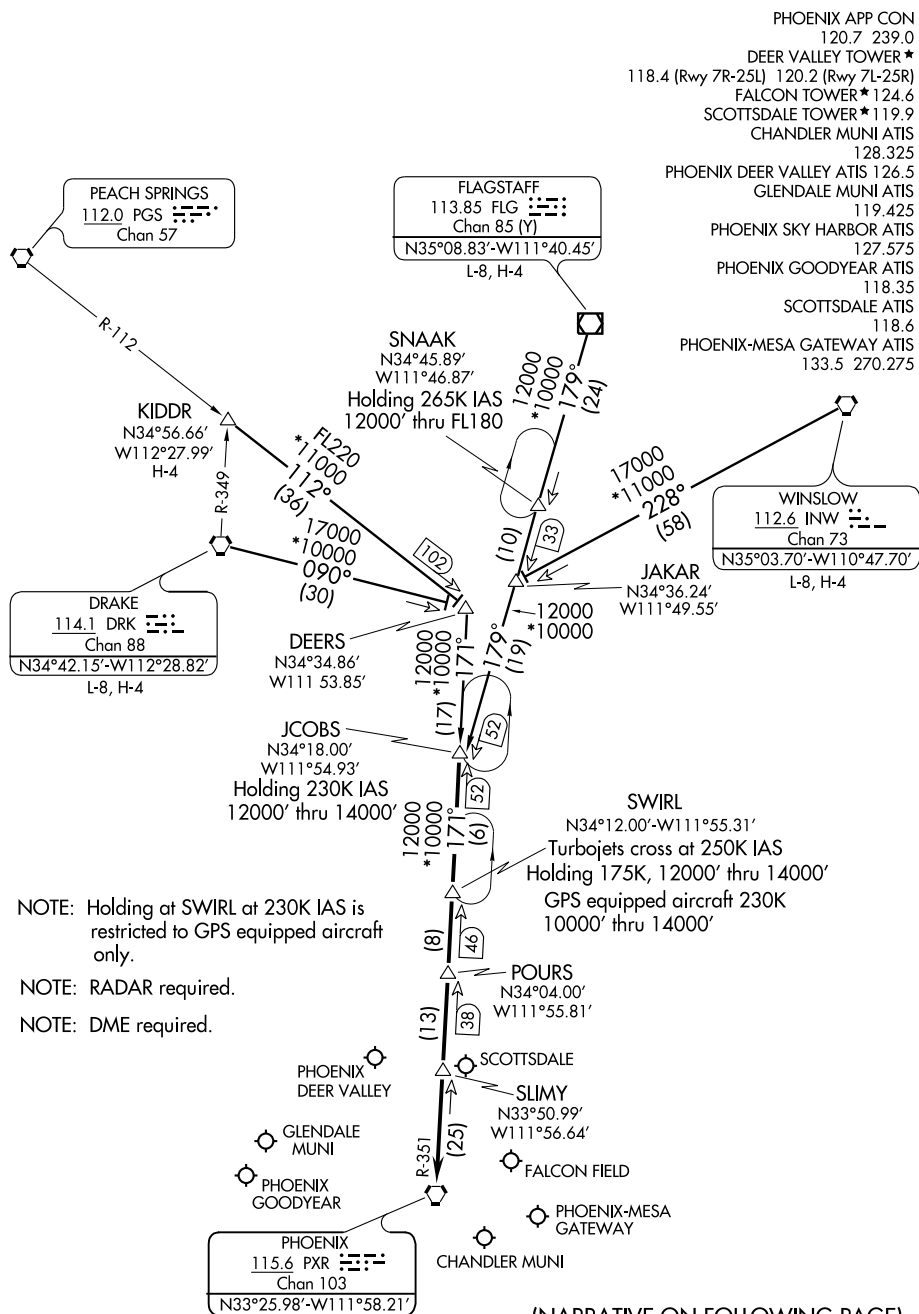
ST-322 (FAA)

PHOENIX, ARIZONA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . Via assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH1.BTY): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, and then via BTY R-114 to BTY VORTAC.

BRYCE CANYON TRANSITION (JONHH1.BCE): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, and then via GCN R-341 and BCE R-161 to BCE VORTAC.

DOVE CREEK TRANSITION (JONHH1.DVC): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (JONHH1.FLG): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT and via FLG R-155 to FLG VOR/DME.

HOBES TRANSITION (JONHH1.HOBES): From over JONHH INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH1.IGM): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH1.EED): From over JONHH INT via PXR R-321 to CHILY INT, then via DRK R-259 and EED R-077 to EED VORTAC.

RATTLESNAKE TRANSITION (JONHH1.RSK): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-038 and RSK R-219 to RSK VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree, 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard, 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

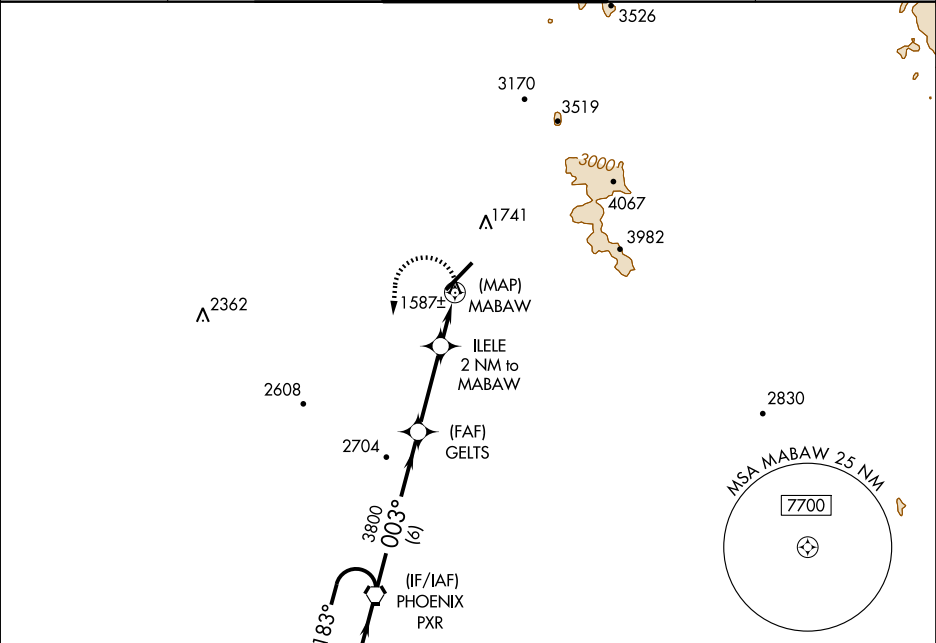
RNAV (GPS)-E
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	1510

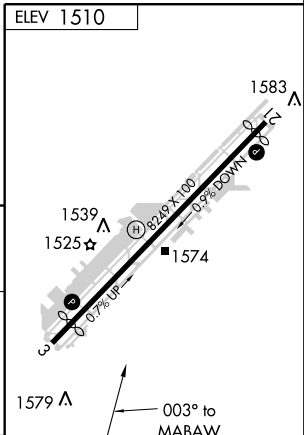
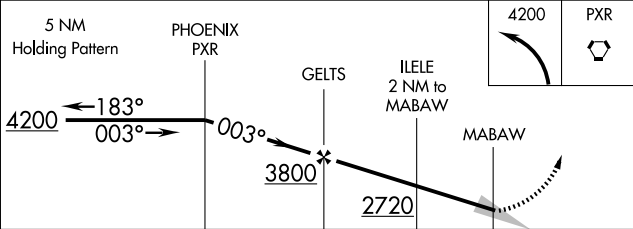
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4200 direct PXR VORTAC and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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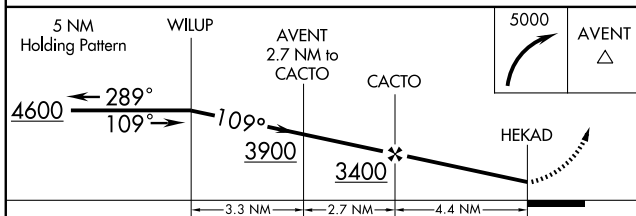
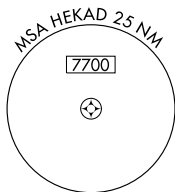
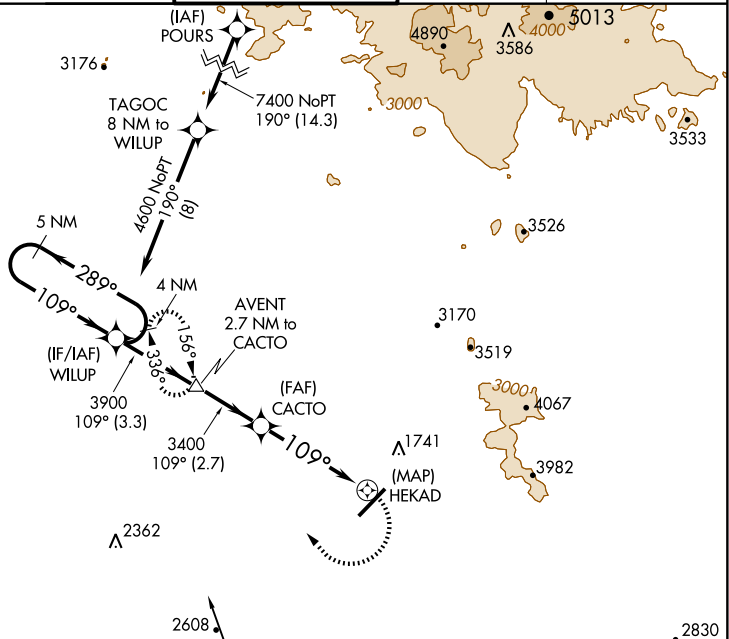
NoPT for arrival on PXR VORTAC airway radials 143 CW 260.



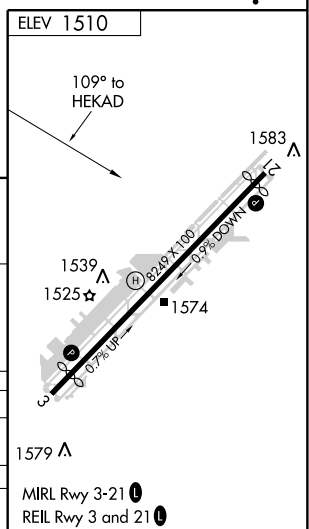
CATEGORY	A	B	C	D
CIRCLING	2040-1 530 (600-1)	2060-1 550 (600-1)	2060-1½ 550 (600-1½)	NA

MIRL Rwy 3-21 0
REIL Rwy 3 and 21 0

<p>ATIS 118.6</p>	<p>PHOENIX APP CON 120.7 239.0</p>	<p>SCOTTSDALE TOWER ★ 119.9 (CTAF) 0</p>	<p>GND CON 121.6</p>	<p>CLNC DEL 124.8</p>
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CATEGORY	A	B	C	D
CIRCLING	2080-1	570 (600-1)	2080-1½ 570 (600-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
CIRCLING	2160-1	650 (700-1)	2160-1¾ 650 (700-1¾)	NA



RNAV (RNP) RWY 21

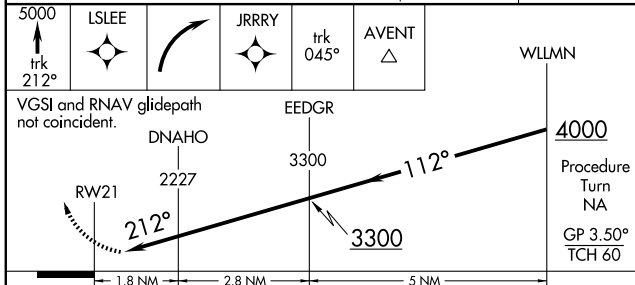
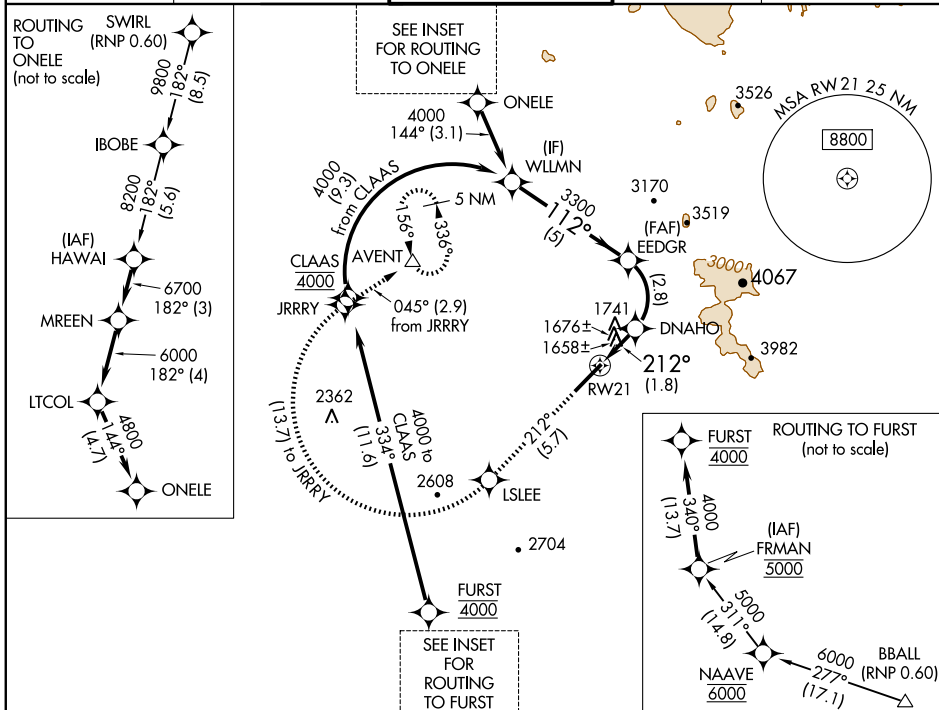
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	7849
212°	TDZE	1510
	Apt Elev	1510

RF and GPS required. Visibility reduction by helicopters NA.
 For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 44°C (112°F).
 When local altimeter setting not received procedure NA.

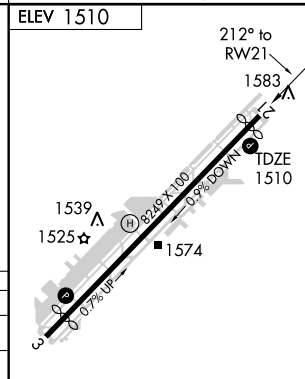
MISSED APPROACH: Climb to 5000 via track 212° to LSLEE, and via right turn to JRRRY, and via track 045° to AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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CATEGORY	A	B	C	D
RNP 0.10 DA	1948-1¼	438 (500-1¼)		NA
RNP 0.16 DA	1987-1½	477 (500-1½)		NA

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



1579 A
 MRL Rwy 3-21 0
 REIL Rwy 3 and 21 0

APP CRS	Rwy Idg	7510
032°	TDZE	1470
	Apt Elev	1510

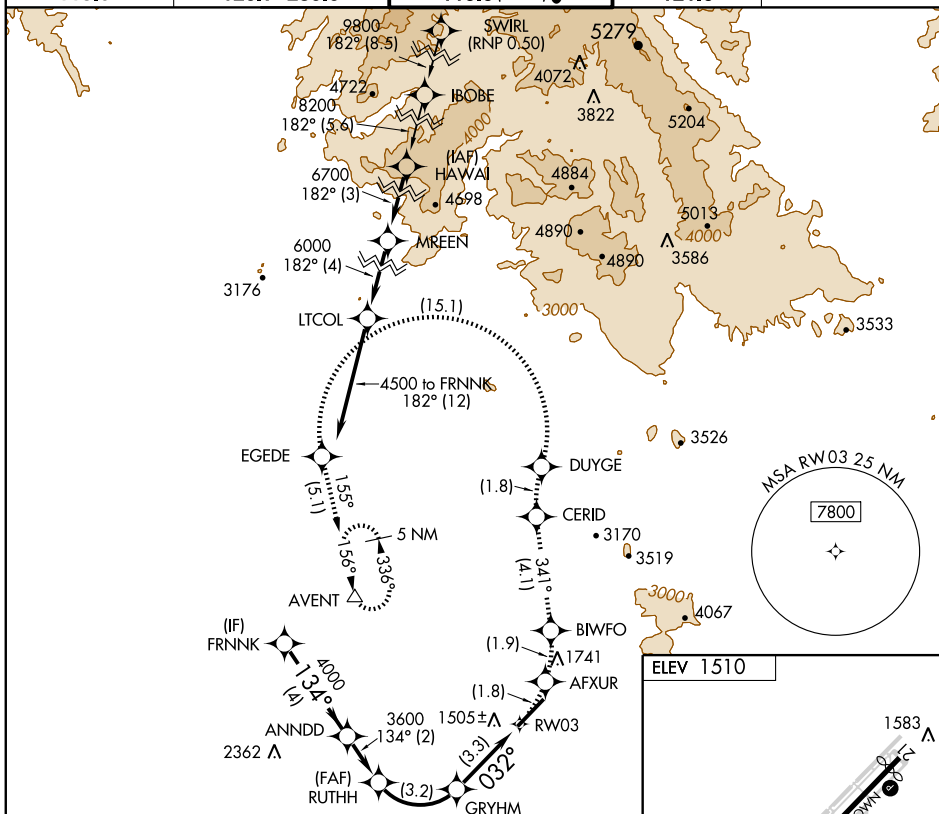
RNAV (RNP) Y RWY 3

SCOTTSDALE (SDL)

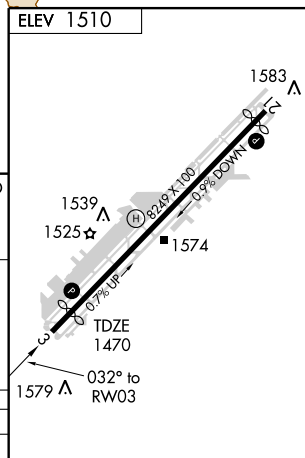
RF and GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to AXFUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER ★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) 0	121.6	124.8



VGSI and RNAV glidepath not coincident.				
FRNNK	ANNDD	RUTHH	GRYHM	RW03
4500	4000	3600	2542	
Procedure Turn NA				
GP 3.00°				
TCH 60				
4 NM	2 NM	3.2 NM	3.3 NM	
CATEGORY	A	B	C	D
RNP 0.30 DA	1829-1¼	359 (400-1¼)		NA



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 3-21 0
REIL Rwy 3 and 21 0

RNAV (RNP) Z RWY 3

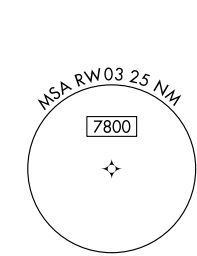
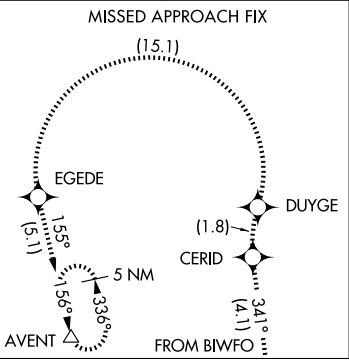
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	7510
032°	TDZE	1470
	Apt Elev	1510

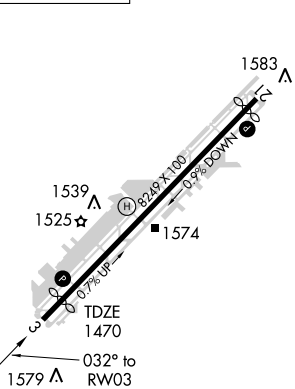
RF and GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below
1°C (31°F) or above 54°C (130°F). When local altimeter setting not
received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to
AFXUR, and via left turn to BIWFO, and via track 341°
to CERID, and via right turn to DUYGE, and via left turn
to EGEDE, and via track 155° to AVENT and hold.

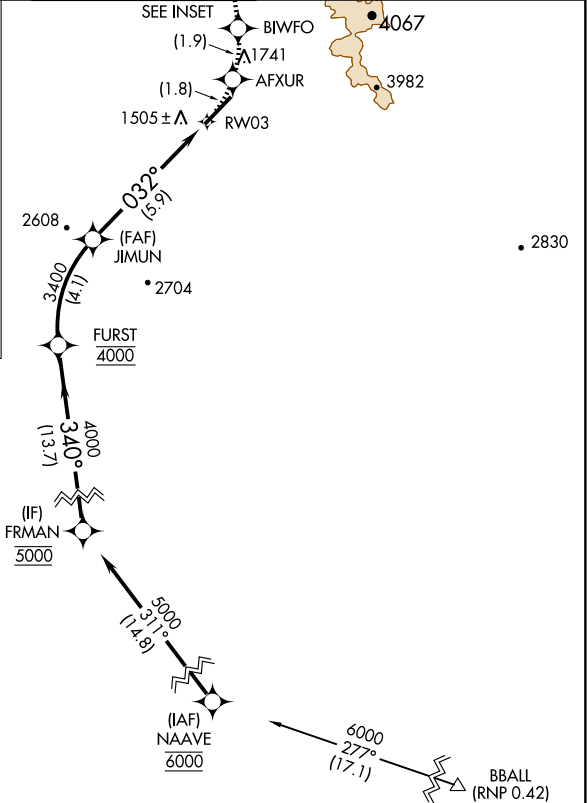
ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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ELEV 1510



MIRL Rwy 3-21
REIL Rwy 3 and 21

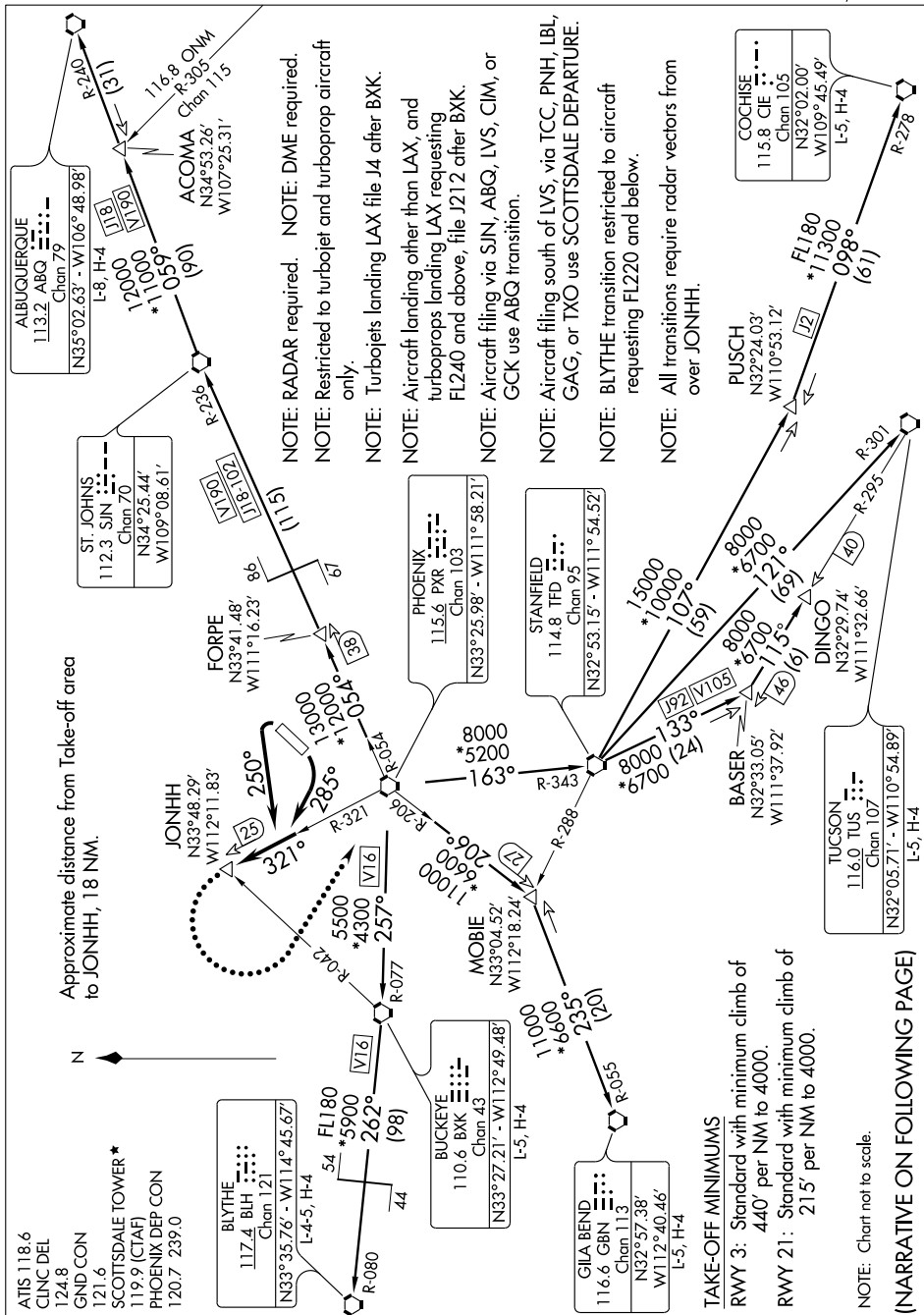


VGSI and RNAV glidepath not coincident.			
FRMAN	FURST	JIMUN	BIWFO
5000	4000	3400	3400
Procedure Turn NA	340°	032°	
GP 3.00°	4.1 NM	5.9 NM	
TCH 60	13.7 NM		
CATEGORY	A	B	C
RNP 0.30 DA	1829-1¼	359 (400-1¼)	NA
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED			

SCOTTSDALE SIX DEPARTURE

SL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC, then via BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

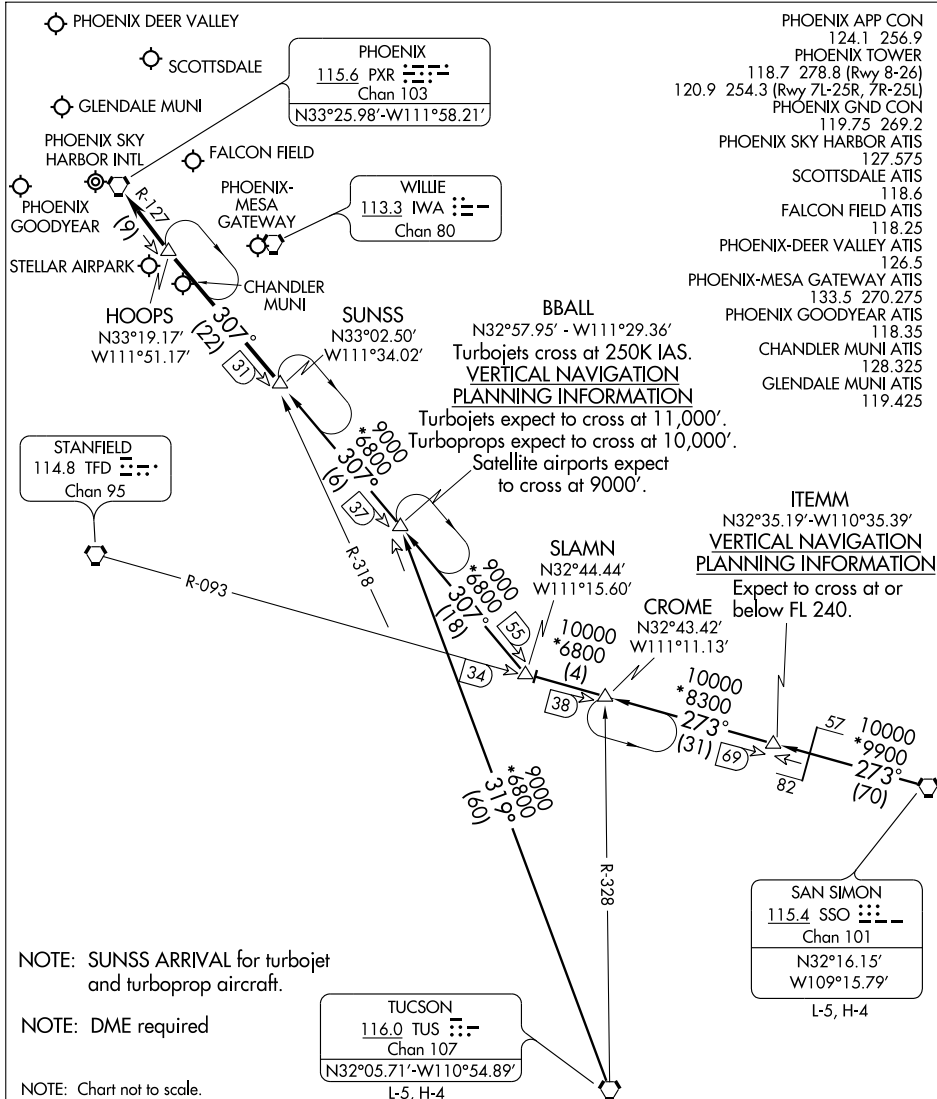
RWY 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

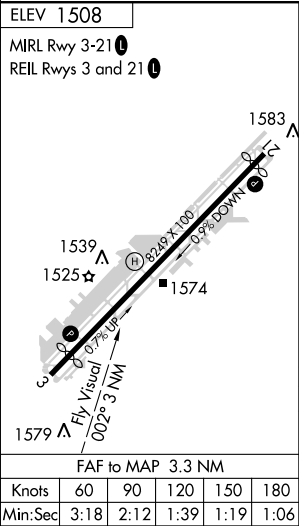
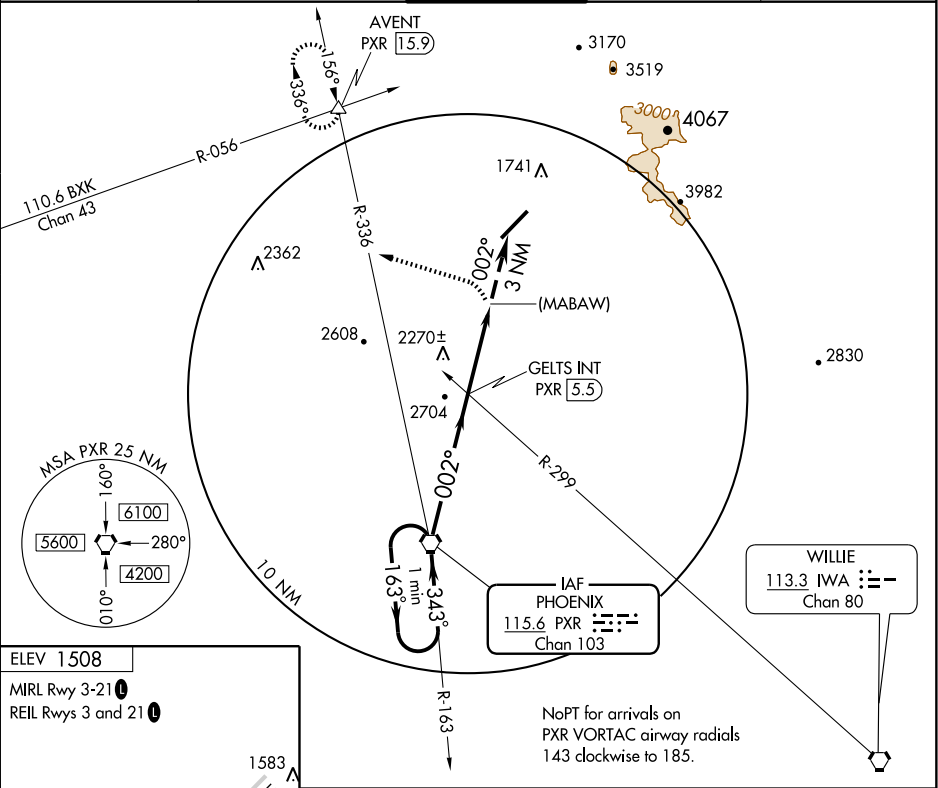
....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC PXR 115.6 Chan 103	APP CRS 002°	Rwy Idg TDZE Apt Elev 1508	N/A N/A 1508
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When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 Northwest bound; then continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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One Minute Holding Pattern		VORTAC	7000	PXR R-336	AVENT
			280°	115.6	△
4000		163°	343°	002°	
			3700	(MABAW) PXR 8.8	
				Fly Visual	
				002° 3 NM	
			5.5 NM	3.3 NM	
CATEGORY	A	B	C	D	
CIRCLING	2540-2½	1032 (1100-2½)	2540-3	1032 (1100-3)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS					
CIRCLING	2620-2½	1112 (1200-2½)	2620-3	1112 (1200-3)	NA

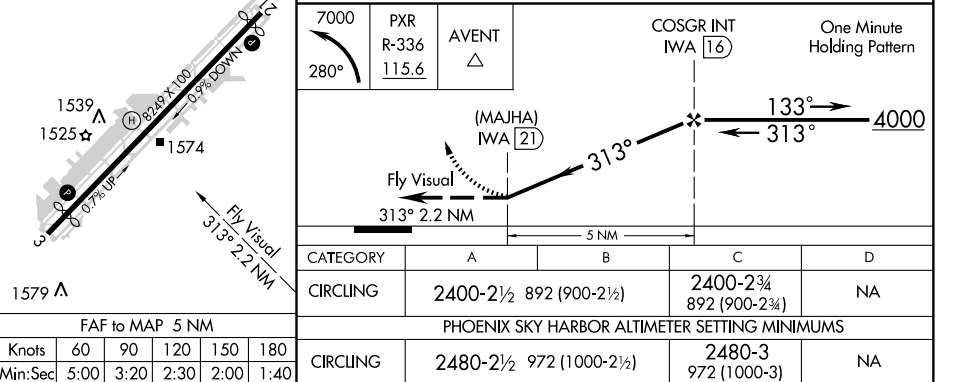
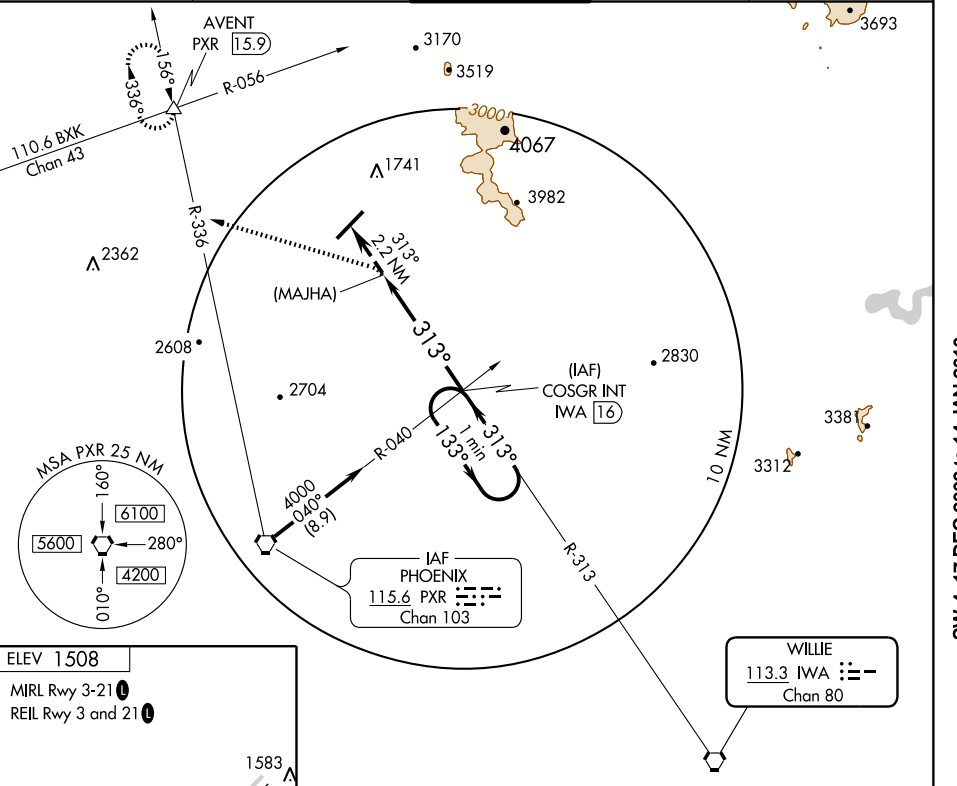
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When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 outbound, reaching 7000, continue direct AVENT Int/PXR 15.9 DME and hold.

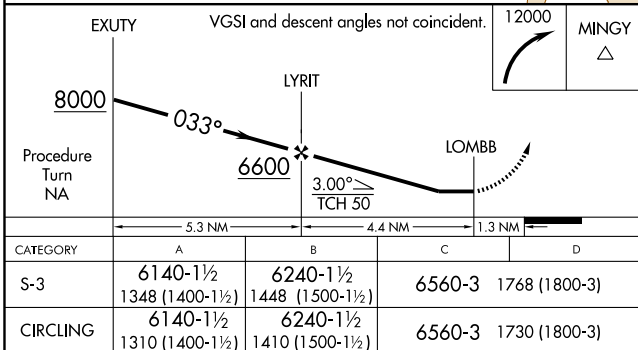
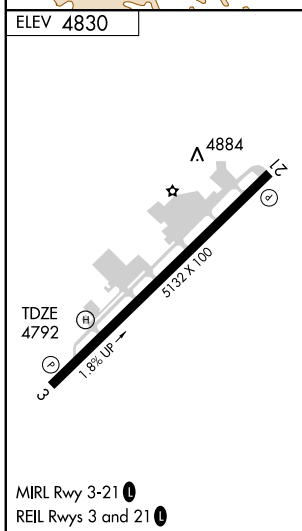
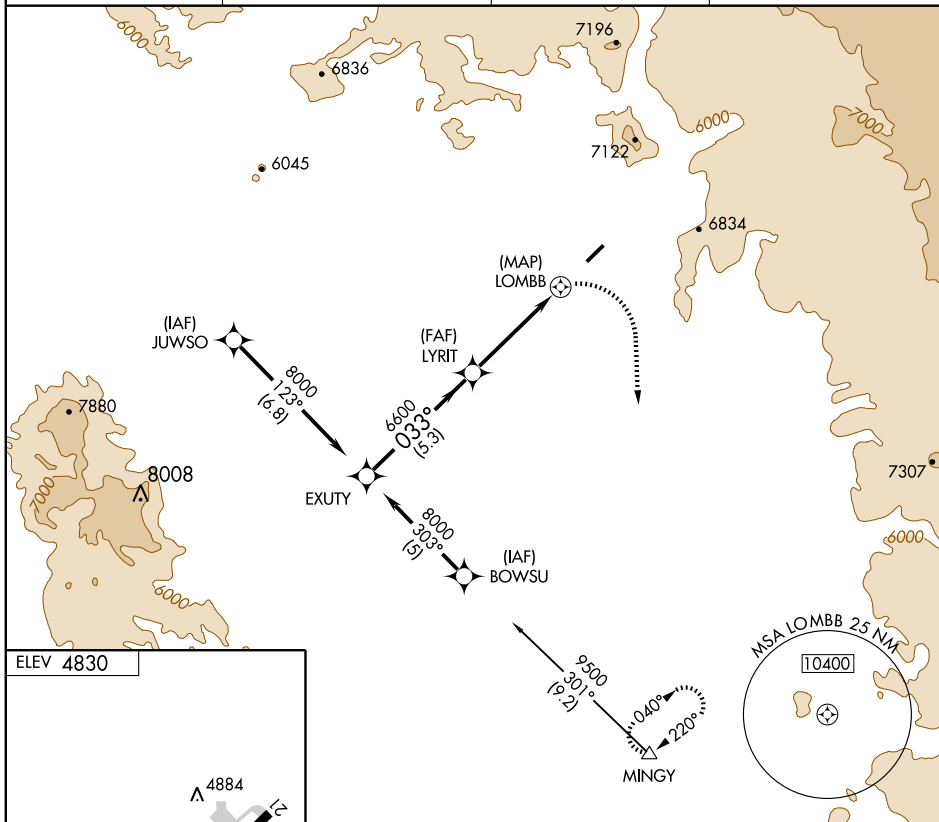
ATIS 118.6	PHOENIX APP CON 120.7 239.0	<div>SCOTTSDALE TOWER★</div> 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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T	When local altimeter not received, procedure not authorized.
A NA	Cat D circling not authorized northwest of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 12000 direct MINGY WP and hold.

UNICOM
123.0 (CTAF) **L**



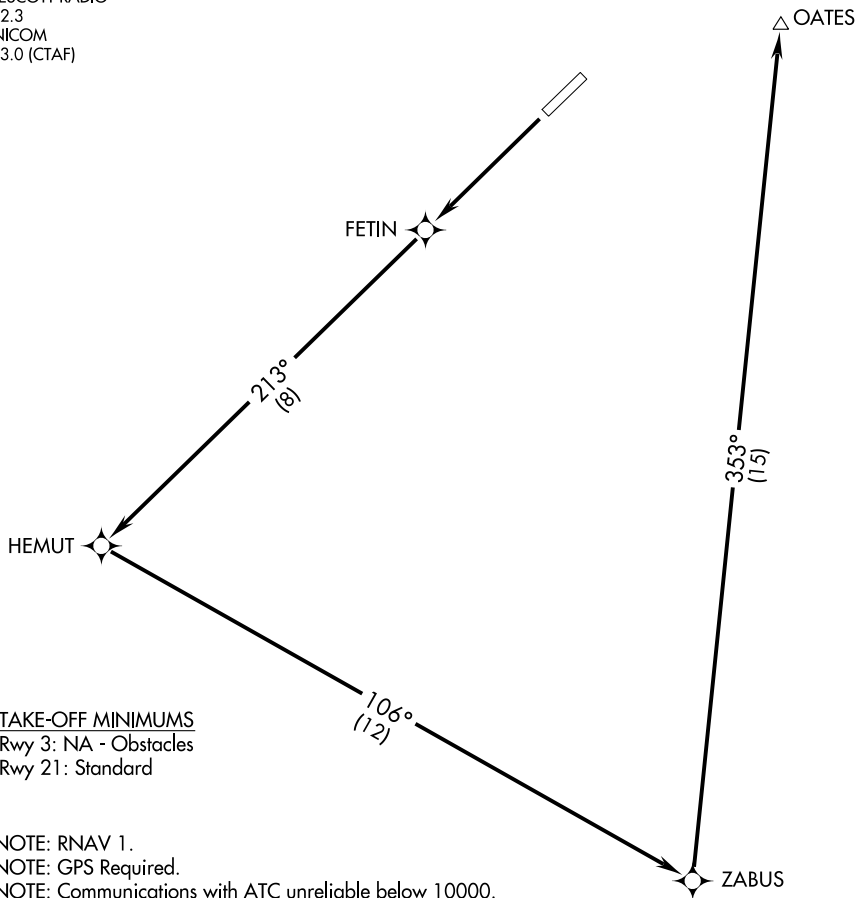
(OATES1.OATES) 08101

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SEDONA (SEZ)
SEDONA, ARIZONA

ALBUQUERQUE CENTER
124.5 306.2
PRESCOTT RADIO
122.3
UNICOM
123.0 (CTAF)



TAKE-OFF MINIMUMS

Rwy 3: NA - Obstacles
Rwy 21: Standard

NOTE: RNAV 1.

NOTE: GPS Required.

NOTE: Communications with ATC unreliable below 10000.

TAKE-OFF OBSTACLE NOTES:

Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.

Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

SW-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

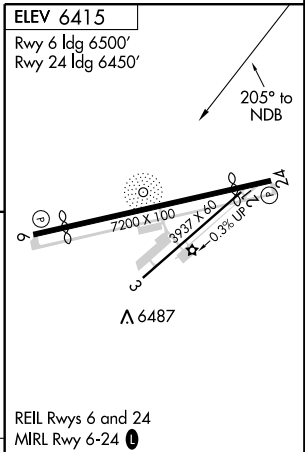
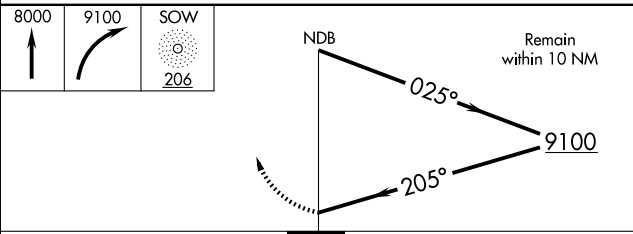
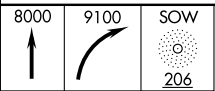
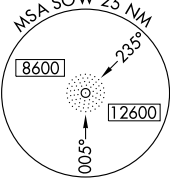
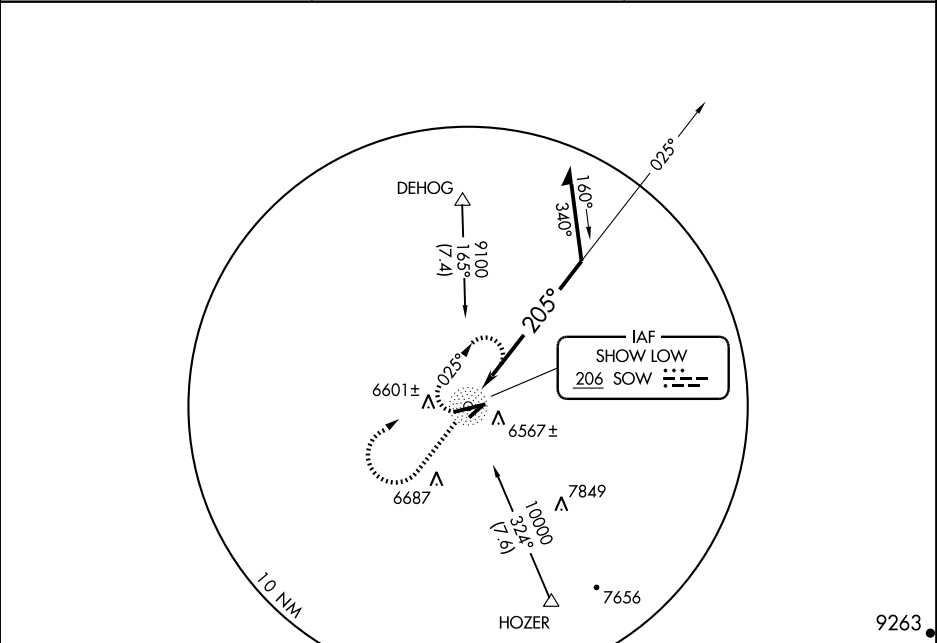
TAKE-OFF RUNWAY 21: Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

NDB SOW 206	APP CRS 205°	Rwy Idg TDZE Apt Elev	N/A N/A 6415
-----------------------	------------------------	-----------------------------	---

NDB-A
SHOW LOW RGNL (SOW)

▽ △ NA	Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA southeast of Rwys 3 and 24.	MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.
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AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF) 0
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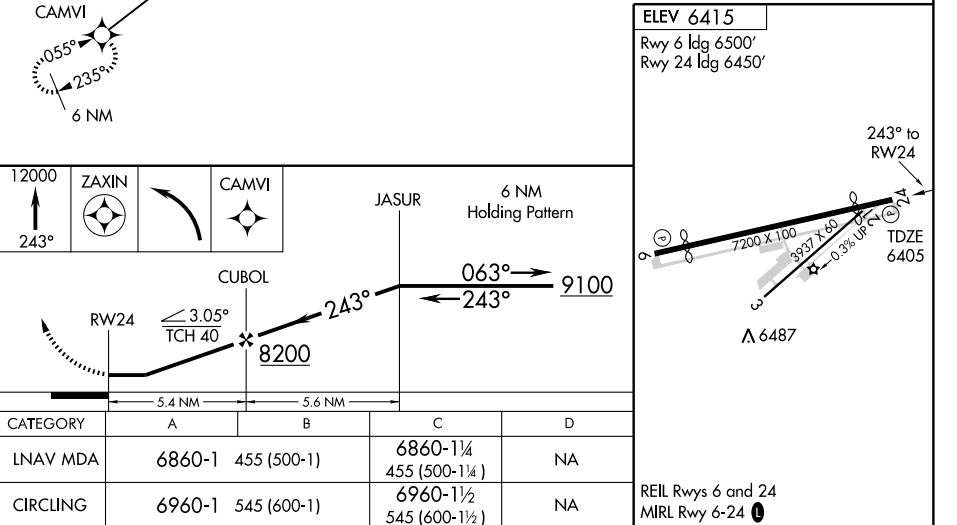
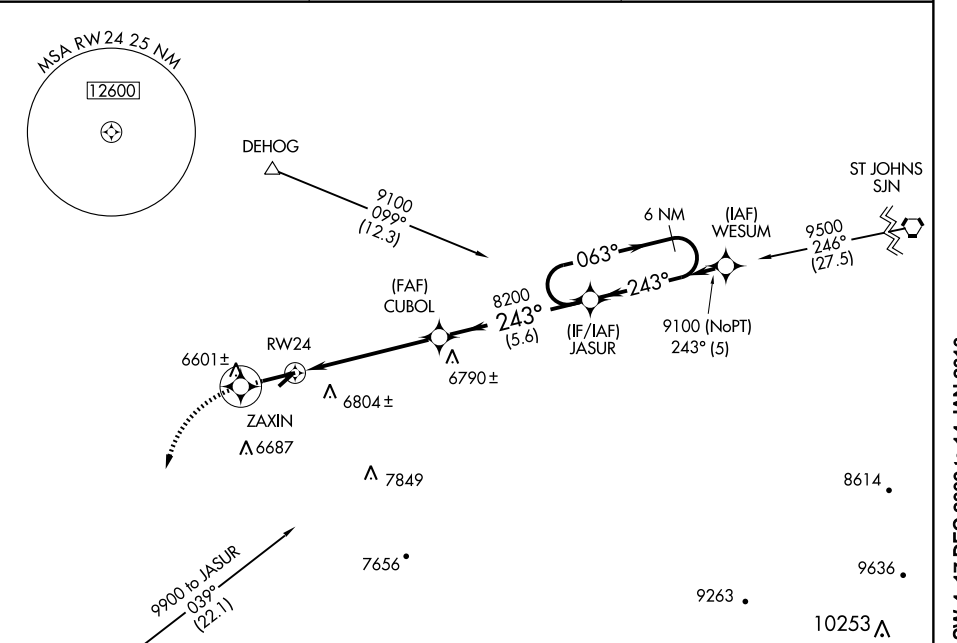
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	7600-1¼ 1185 (1200-1¼)	7600-1½ 1185 (1200-1½)	7600-3 1185 (1200-3)	NA	Min:Sec					

Obtain local altimeter setting on CTAF; when not received, procedure NA.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 12000 via 243° course to ZAXIN WP, then left turn direct CAMVI WP and hold.

AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF) 0
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SW-4. 17 DEC 2009 to 14 JAN 2010

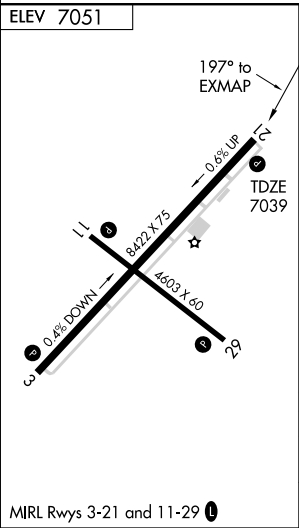
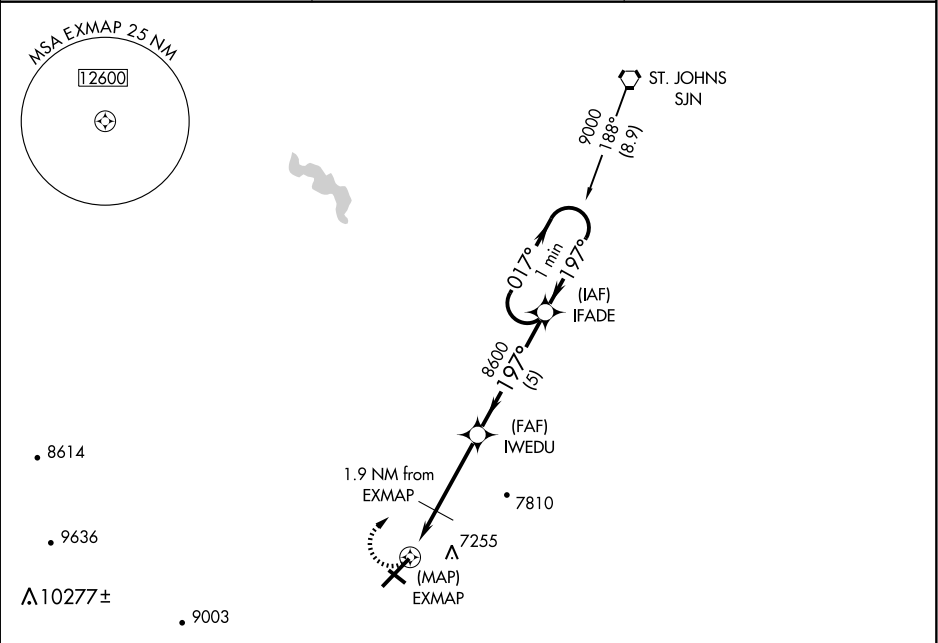
APP CRS	Rwy Idg	8422
197°	TDZE	7039
	Apt Elev	7051

GPS RWY 21

SPRINGVILLE MUNI (D68)

<div><div>Procedure not authorized at night.</div><div>Obtain local altimeter setting on CTAF; when not received, procedure not authorized.</div></div>	MISSED APPROACH: Climbing right turn to 12000 direct IFADE WP and hold.
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AWOS-3 119.65	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.8 (CTAF) 0
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	<div>12000</div> <div>IFADE</div>			
	<div>EXMAP</div> <div>1.9 NM from EXMAP</div> <div>7700</div>	<div>IFADE</div> <div>One Minute Holding Pattern</div> <div>9000</div>		
	1.9 NM	3.1 NM	5 NM	
CATEGORY	A	B	C	D
S-21	7360-1	321 (400-1)	NA	
CIRCLING	7560-1 509 (600-1)	7660-1 609 (700-1)	NA	

MIRL Rwy 3-21 and 11-29 0

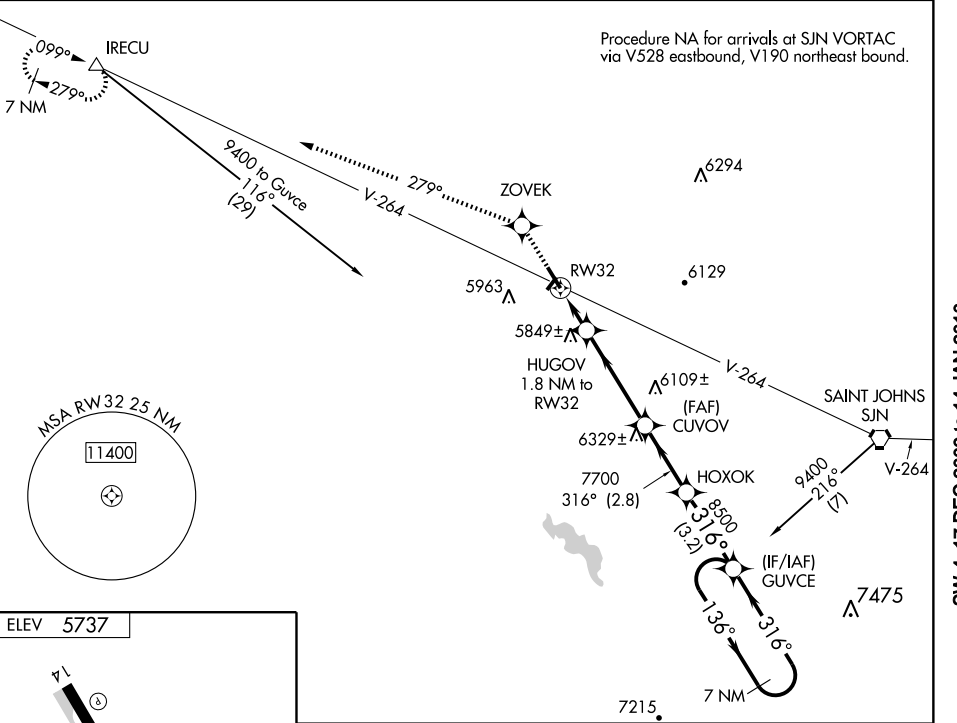
⚠ If local altimeter setting not received, use Show Low altimeter setting and increase all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-15°F) or above 30°C (86°F). Visibility reduction by helicopters NA.

Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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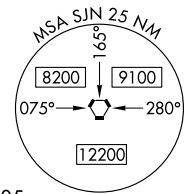
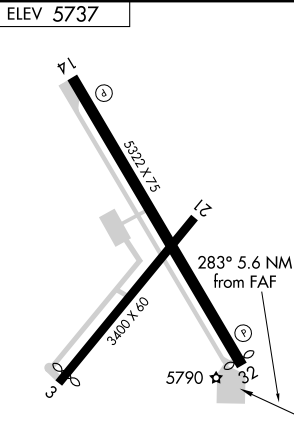
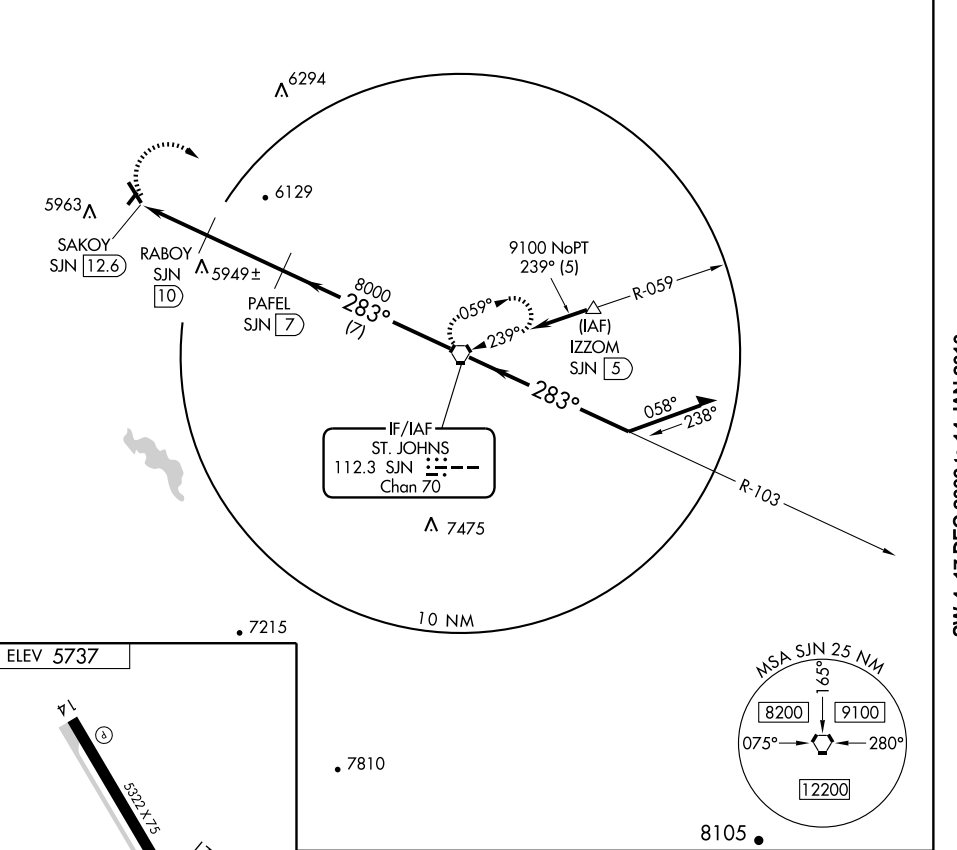


REIL Rwy 14 and 32
MIRL Rwy 3-21 and 14-32

When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

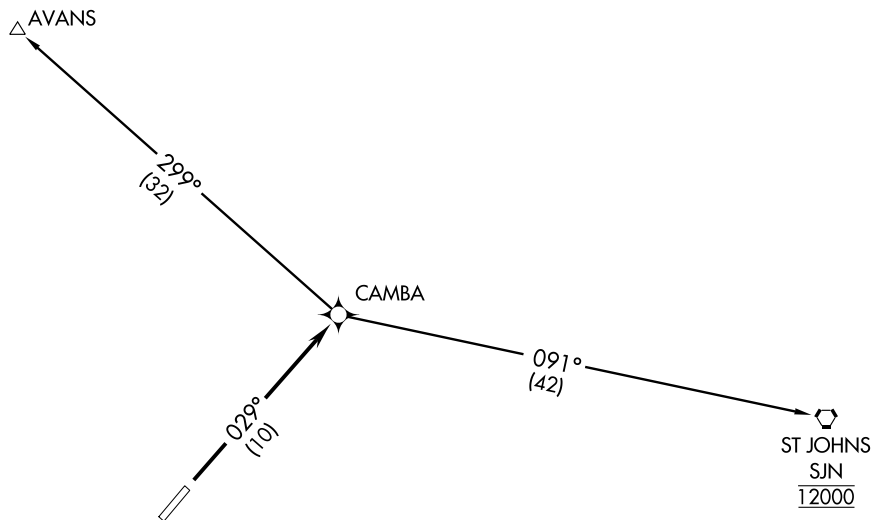
ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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REIL Rwy 14 and 32
MIRL Rwy 3-21 and 14-32

9100	SJN 112.3	PAFEL SJN [7]	VORTAC	Remain within 10 NM
SAKOY SJN [12.6]	RABOY SJN [10]	6960	8000	9100
2.6 NM	3 NM	7 NM		
CATEGORY	A	B	C	D
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

ALBUQUERQUE CENTER
132.9 239.05



NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

GPS RWY 21
TAYLOR MUNI (TYL)

APP CRS	Rwy Idg	7000
209°	TDZE	5759
	Apt Elev	5820

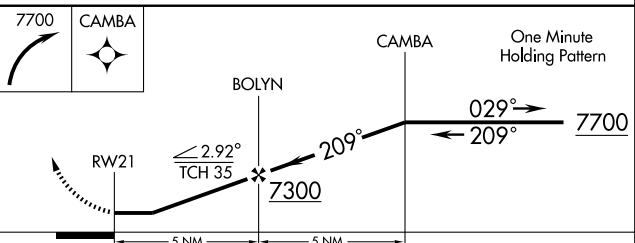
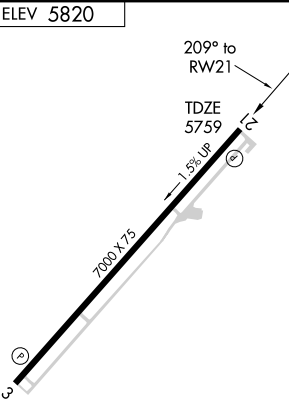
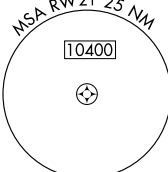
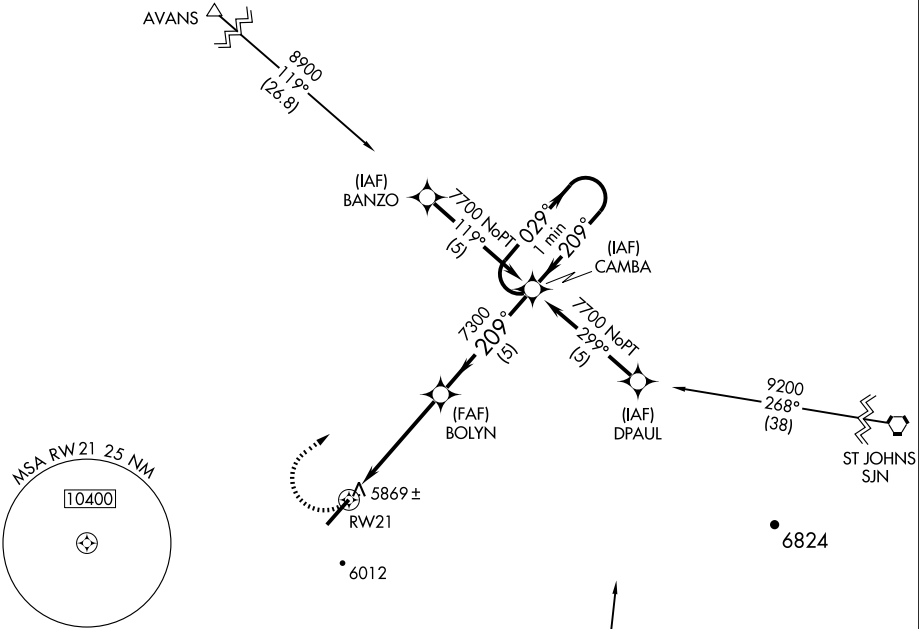

NA


MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.

AWOS-3
119.075

ALBUQUERQUE CENTER
132.9 239.05

UNICOM
122.7 (CTAF) 



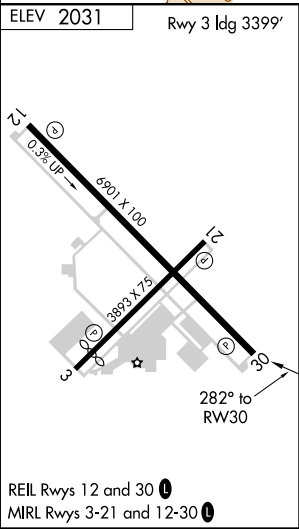
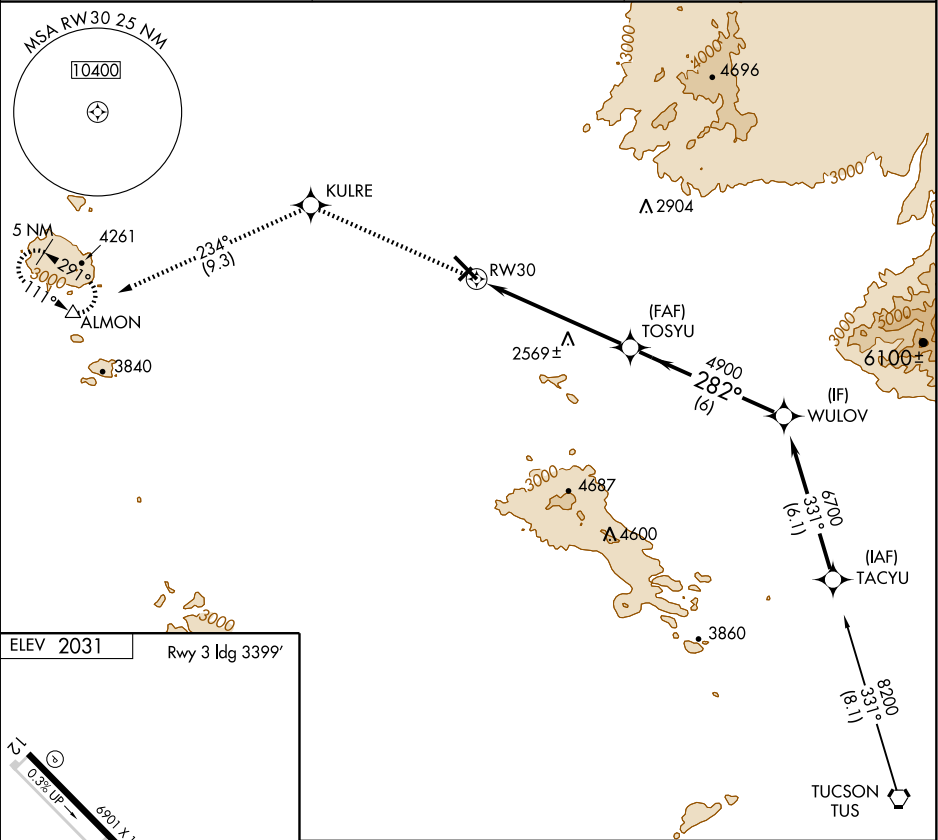
REIL Rwy 3 and 21
MIRL Rwy 3-21 

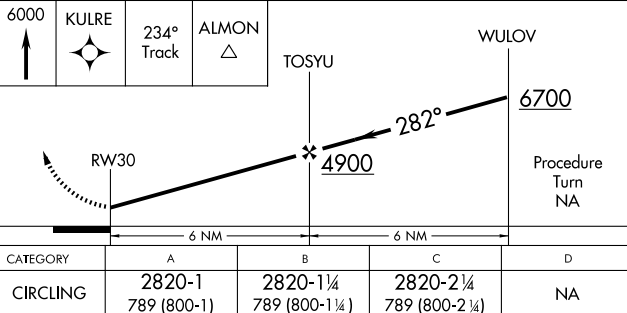
CATEGORY	A	B	C	D
S-21	6120-1 361 (300-1)			6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)

REIL Rwy 12 and 30
MIRL Rwy 3-21 and 12-30

Altitude	Category	A	B	C	D
3900	S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
5800	CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 0
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6000 ↑	KULRE ✦	234° Track	ALMON △	

APP CRS	Rwy Idg	3399
033°	TDZE	2026
	Apt Elev	2031

RNAV (GPS) RWY 3
TUCSON/MARANA RGNL (AVQ)

T	If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
A NA	DME/DME RNP-0.3 NA. VDP NA when using Ryan Field altimeter setting.

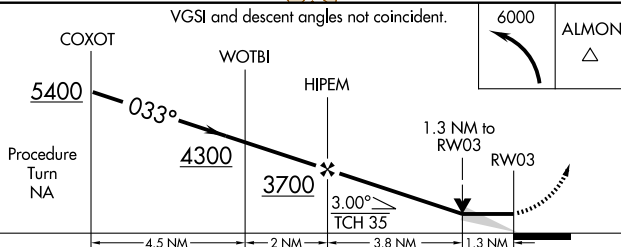
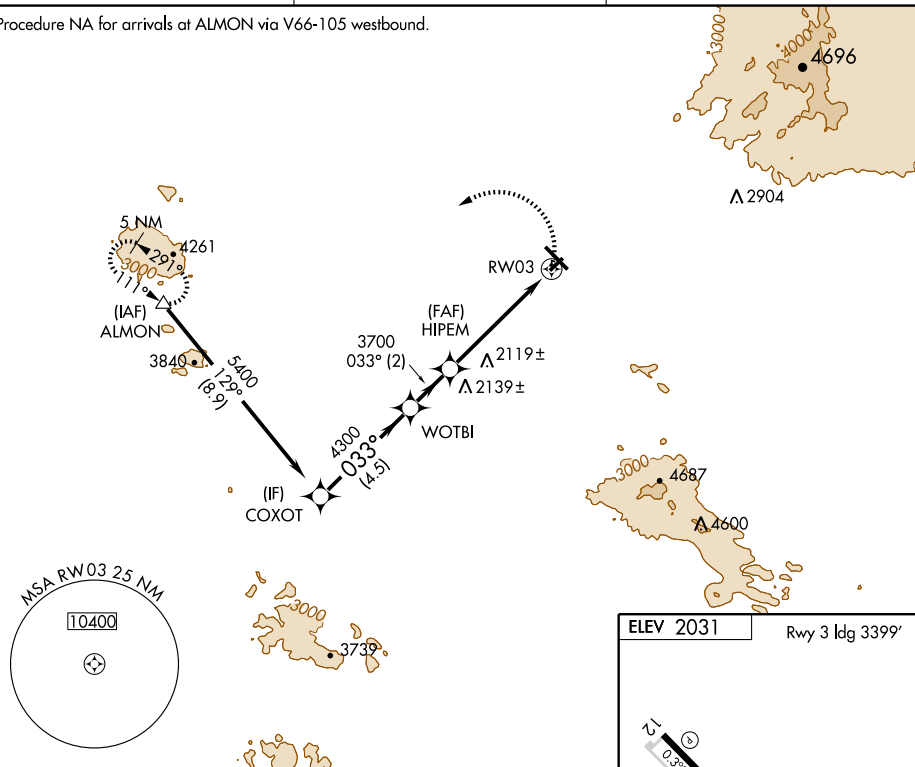
MISSED APPROACH: Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

AWOS-3
118.375

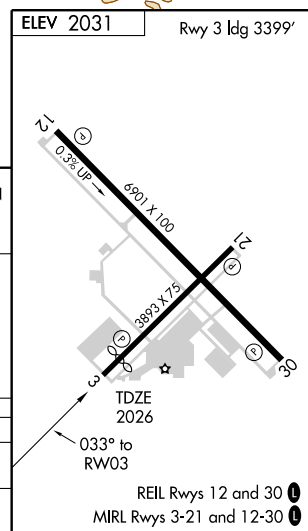
TUCSON APP CON
119.4 318.1

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at ALMON via V66-105 westbound.



CATEGORY	A	B	C	D
LNAV MDA	2480-1	454 (500-1)	2480-1¼ 454 (500-1¼)	NA
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



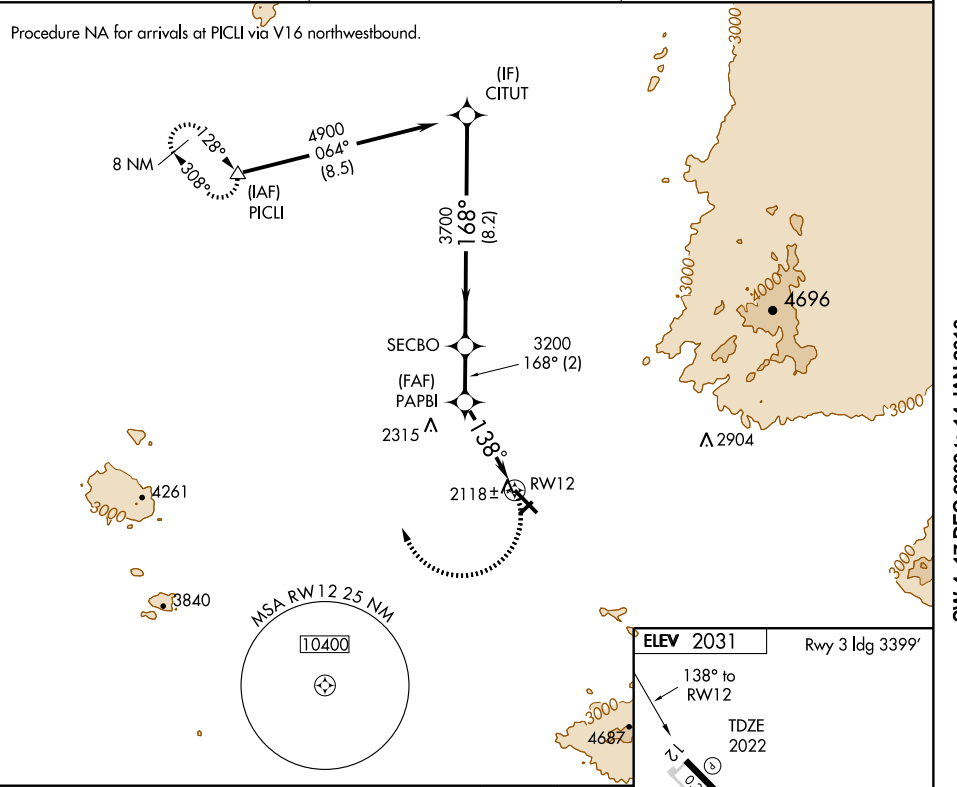
▼

▲ NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

MISSED APPROACH: Climbing right turn to 6000
direct PICLI and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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CITUT

SECBO

PAPBI

6000

PICLI

4900

3700

3200

1.2 NM to RW12

1.2 NM

Procedure Turn NA

168°

138°

3.00° TCH 44

138° to RW12

TDZE 2022

0.3% UP

6901 X 100

3893 X 75

CATEGORY	A	B	C	D
LNAV MDA	2440-1	418 (500-1)	2440-1½ 418 (500-1½)	NA
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA

REIL Rwy 12 and 30
MIRL Rwy 3-21 and 12-30

MISSED APPROACH: Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

UNICOM
123.0 (CTAF) **L**

(IAF)
PICLI  4900
0.67
(14.2)

ELEV 2031

Rwy 3 ldg 3399'

6000

267
trac

ALMON
△

VGS1 and descent angles
not coincident.

NABPI

DUY
2 NM
ZOM

ED
M to
MAP

FIMTU

$$\frac{35^\circ}{0}$$

169°

4900

Procedure

ELEV 2031

Rwy 3 ldg 3399'

REIL Rwys 12 and 30 **L**
MIRL Rwys 3-21 and 12-30 **L**

SW-4. 17 DEC 2009 to 14 JAN 2010

Diagram illustrating the ZMAP 1000-1 procedure:

- 6000** (Altitude)
- TUPBO** (Location)
- 267° track**
- ALMON** (Location)
- VGS1 and descent angles not coincident.**
- FIMTU** (Location)
- NABPI** (Location)
- DUYED 2 NM to ZOMAP**
- ZOMAP** (Location)
- 2940** (Altitude)
- 199°** (Heading)
- 4300** (Altitude)
- 169°** (Heading)
- 4900** (Altitude)
- Procedure Turn NA**
- 0.5** (Distance)
- 2 NM** (Distance)
- 3.8 NM** (Distance)
- 9 NM** (Distance)

CATEGORY	A	B	C	D
RNAV MDA	2640-1 614 (700-1)		2640-1 $\frac{3}{4}$ 614 (700-1 $\frac{3}{4}$)	NA
CIRCLING	2640-1 609 (700-1)		2640-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA

ATIS ★
270.1
DAVIS-MONTHAN TOWER
118.85 253.5
GND CON
121.8 275.8
CLNC DEL
121.8 275.8

32°12'N

110°54'W

ORDNANCE
LOADING
AREA
4000 x 300

110°53'W

110°52'W

JULY 2005
ANNUAL RATE OF CHANGE
0.1° W



ELEV
2605

ELEV
2620

D

Ⓟ

A1

A

B

A2

A3

A4

A5

A6

A7

E

32°11'N

1000 x 200

BAK-12

ELEV
2589

BAK-12

126.4°

0.8% UP

13,643 x 200

C

ELEV
2620

★ 2755

BASE OPS

FIRE STATION

ELEV
2640

ELEV
2660

32°10'N

CONTROL
TOWER

▲

2856

32°09'N

RWY 12-30
PCN 75 R/C/W/T

FIELD
ELEV
2704

ELEV
2700

ELEV
2720

30

BAK-12

BAK-12

BAK-12

BAK-12

BAK-12

BAK-12

BAK-12

BAK-12

BAK-12

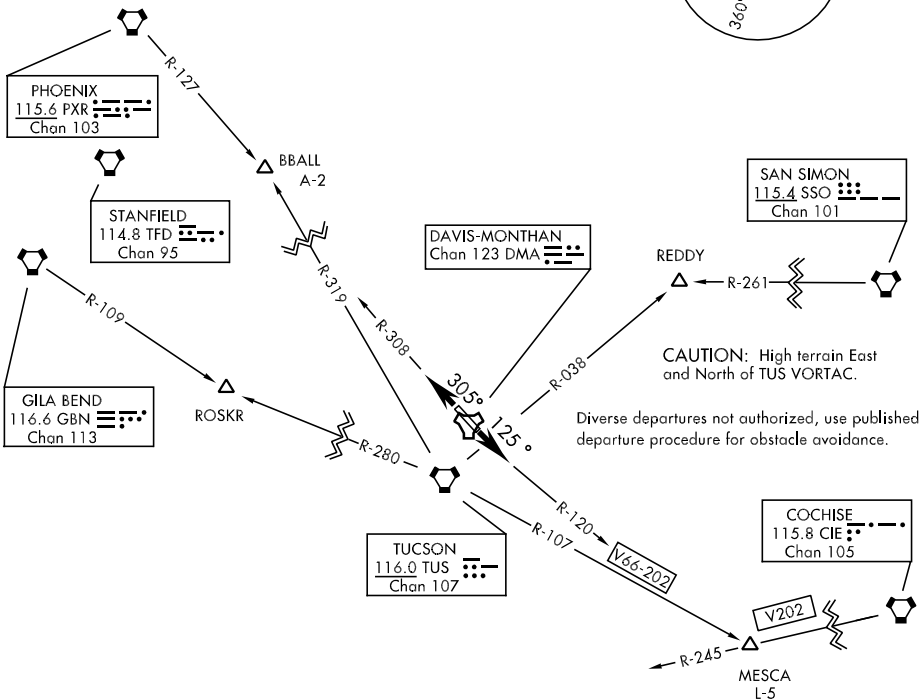
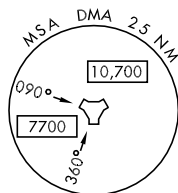
BAK-12

BAK-12

SW-4, 17 DEC 2009 to 14 JAN 2010

SHL-429 [USAF]

ATIS ★ 270.1
CLNC DEL
121.8 275.8
GND CON
121.8 275.8
DAVIS-MONTHAN TOWER
118.85 253.5
TUCSON DEP CON
125.1 269.55
ALBUQUERQUE CENTER
127.95 351.8

RADAR AND DME
REQUIRED

EMERG SAFE ALT 100NM 17,200


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb on track 125°, intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

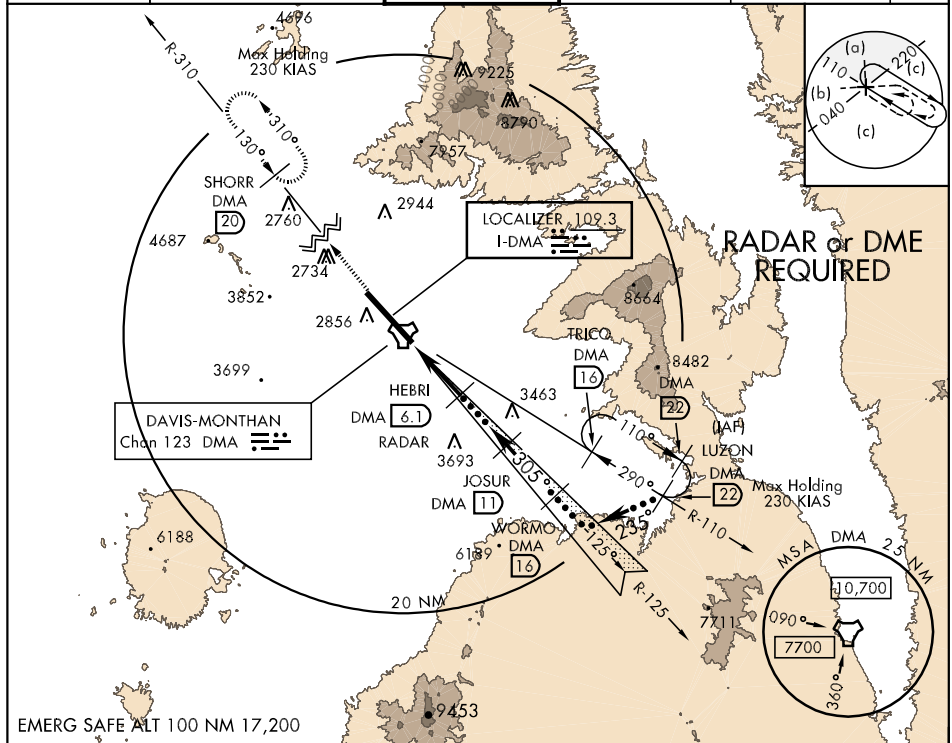
TAKE-OFF RWY 30: Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COM: Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

LOC I-DMA <u>109.3</u>	APCH CRS 305°	Rwy Idg 13,643 TDZE 2704 Arprt Elev 2704	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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<p> * When ALS inop, increase vis $\frac{1}{4}$ mile. ** When ALS inop, increase vis $\frac{1}{2}$ mile. *** Circling not authorized S of Rwy 12-30. </p>	<p> ALSF-1  </p>	<p> MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold. </p>
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ATIS ★ 270.1	TUCSON APP CON 119.4 318.1 (066° - 274°) 125.1 269.55 (275° - 065°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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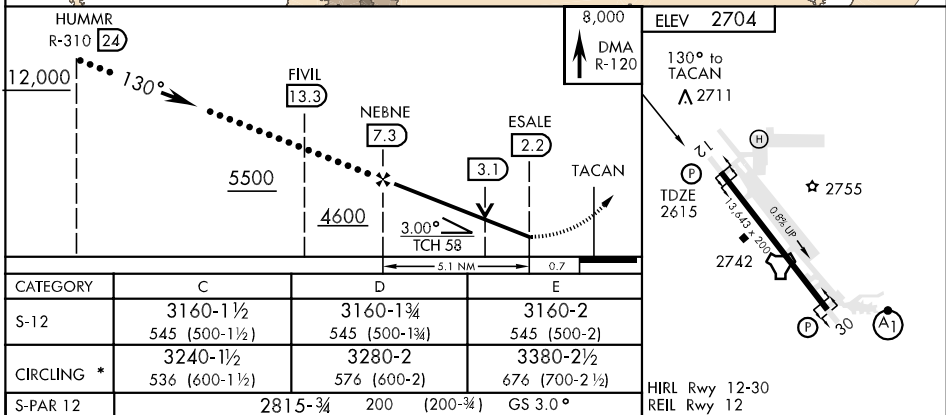
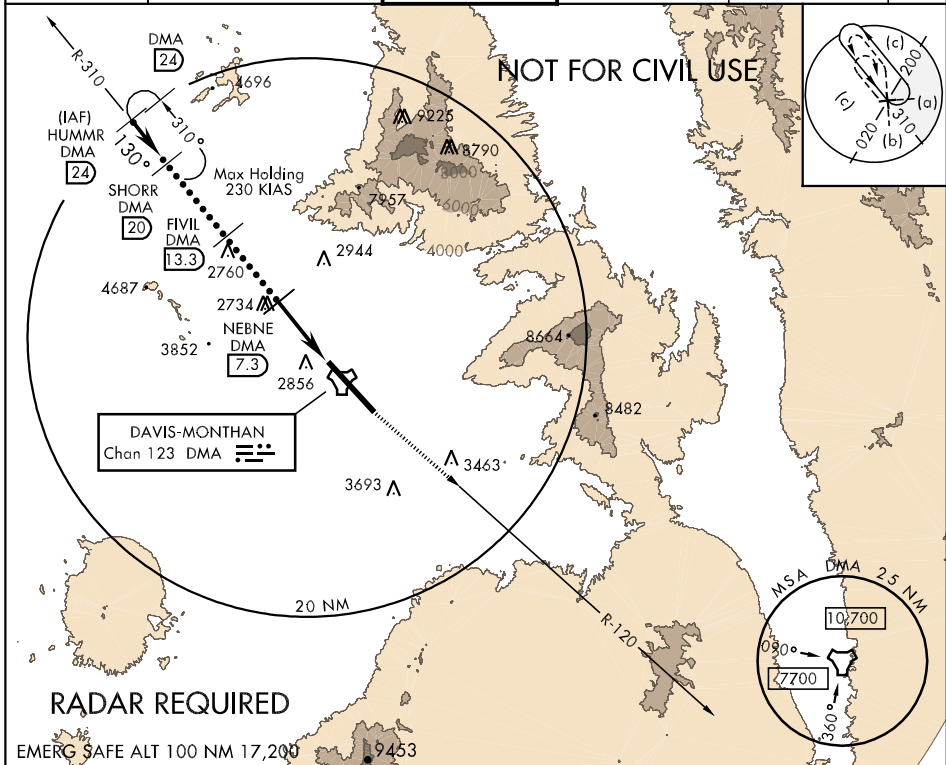


FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

TACAN DMA Chan 123	APCH CRS 130°	Rwy Idg 13,643 TDZE 2615 Arprt Elev 2704	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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<p>T * Circling not authorized S of Rwy 12-30.</p>	<p>MISSED APPROACH: Track outbound on DMA R-120 to 8000 expect RADAR vectors.</p>
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ATIS ★ 270.1	TUCSON APP CON 125.1 269.55 (090° - 285°) 119.4 318.1 (275° - 089°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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TACAN DMA Chan 123	APCH CRS 299°	Rwy Idg 13,643 TDZE 2704 Arpt Elev 2704
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JAL-429 [USAF]

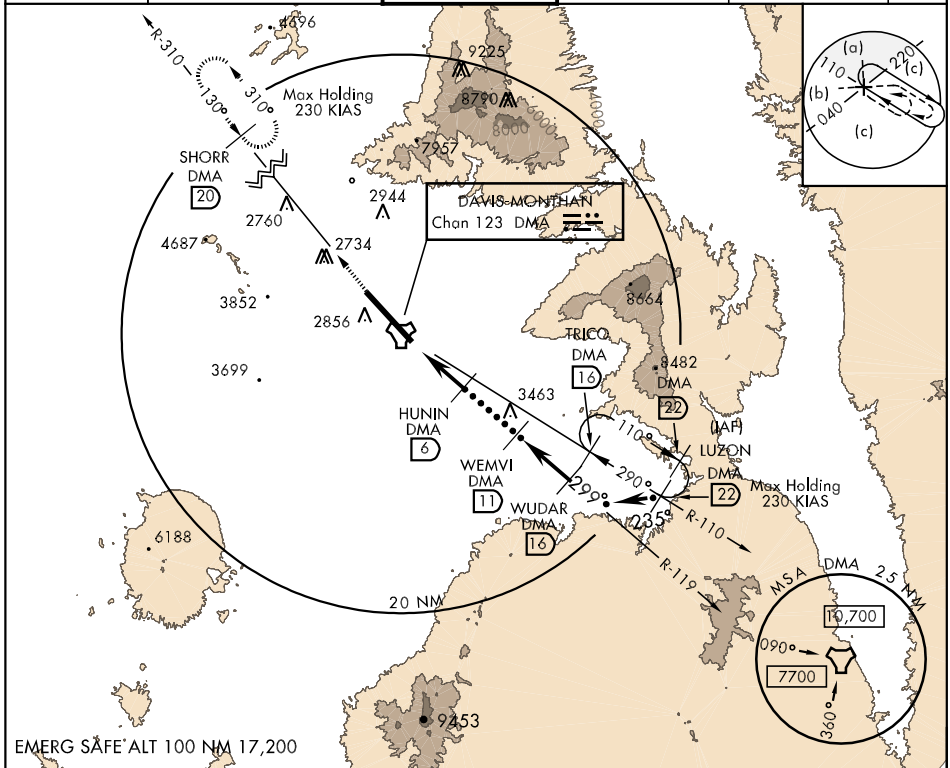
DAVIS-MONTHAN AFB (KDMA)

▽ * When ALS inop, increase vis $\frac{1}{2}$ mile. ** Circling not authorized S of Rwy 12-30. *** When ALS inop, increase vis $\frac{1}{4}$ mile.



MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

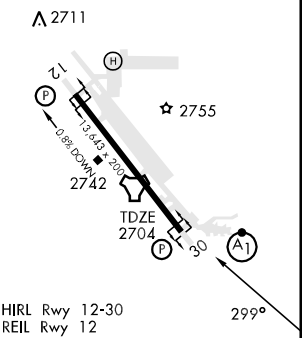
ATIS★ 270.1	TUCSON APP CON 119.4 318.1 (066°- 274°) 125.1 269.55 (275°- 065°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200

6600 R-310	SHORR DMA 20	WUDAR 16	R-119	LUZON 22
TACAN	ZUSTI 1.2	HUNIN 6	WEMVI 11	13,000
	48 NM	5900	7300	
3.00° TCH 59				
CATEGORY	C	D	E	
S-30 *	3340-1 $\frac{1}{4}$ 636 (700-1 $\frac{1}{4}$)	3340-1 $\frac{1}{2}$ 636 (700-1 $\frac{1}{2}$)	3340-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	
CIRCLING **	3340-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	3340-2 636 (700-2)	3380-2 $\frac{1}{2}$ 676 (700-2 $\frac{1}{2}$)	
S-PAR 30 ***	2904- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	GS 3.0°

ELEV 2704



LOC I-DMA 109.3	APCH CRS 305°	Rwy Idg 13,643 TDZE 2704 Arprt Elev 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

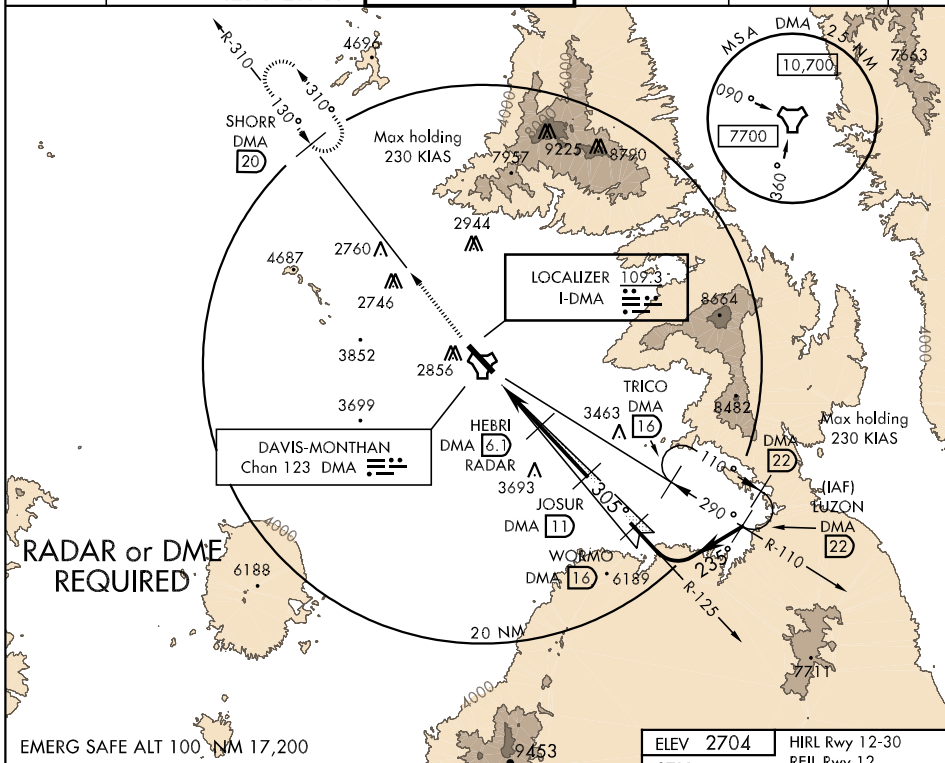


ALSF-1

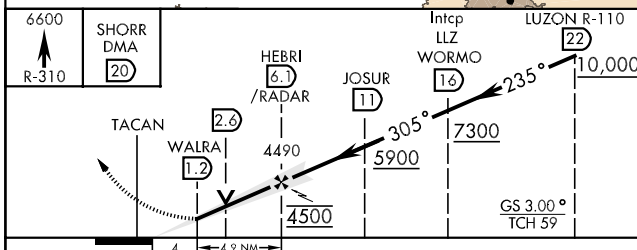


MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★ 270.1	TUCSON APP CON 066°-274° 119.4 318.1 275°-065° 125.1 269.55	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200

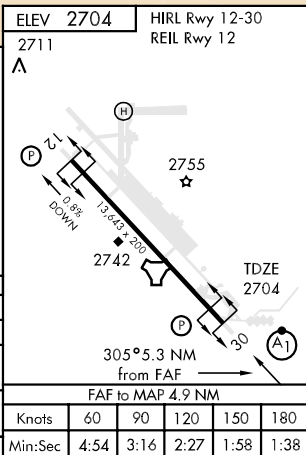


CATEGORY	A	B	C	D	E
S-ILS 30 *	2904-½ 200 (200-½)				
S-LOC 30 **	3340-½ 636 (700-½)	3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)
CIRCLING ***	3340-1 636 (700-1)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)	3380-3 676 (700-3)
S-PAR 30 *	2904-½ 200 (200-½) GS 3.0°				

TUCSON, ARIZONA

32°10'N-110°53'W

Orig 07298



DAVIS-MONTHAN AFB (KDMA)

ILS or LOC RWY 30

TACAN DMA
Chan 123APCH CRS
130°Rwy ldg **13,643**
TDZE **2615**
Arprt Elev **2704**

AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

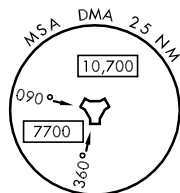
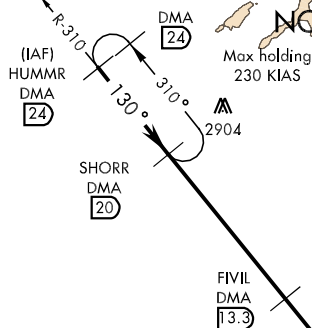
▼ ** Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.

ATIS★
270.1TUCSON APP CON
090°-285° **125.1 269.55**
286°-089° **119.4 318.1**DAVIS-MONTHAN TOWER
118.85 253.5GND CON
121.8 275.8CLNC DEL
121.8 275.8

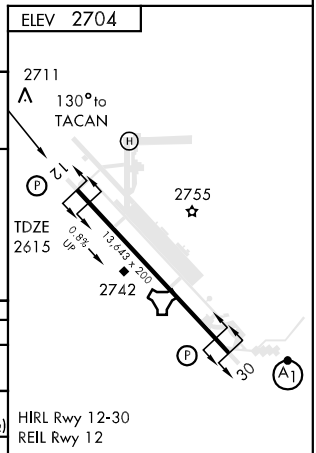
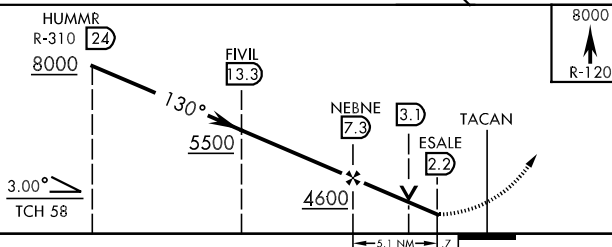
PAR

NOT FOR CIVIL USE



RADAR REQUIRED

EMERG SAFE ALT 100 NM 17,200



CATEGORY	A	B	C	D	E
S-12	3160-1 545 (500-1)	3160-1½ 545 (500-1½)	3160-1¾ 545 (500-1¾)	3160-2 545 (500-2)	3160-2 545 (500-2)
CIRCLING**	3220-1 516 (600-1)	3240-1½ 536 (600-1½)	3280-2 576 (600-2)	3380-2½ 676 (700-2½)	3380-2½ 676 (700-2½)
S-PAR 12	2815-¾	200 (200-¾)	GS 3.0°		

TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

TACAN DMA Chan 123	APCH CRS 299°	Rwy Idg 13,643 TDZE 2704 Arprt Elev 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)



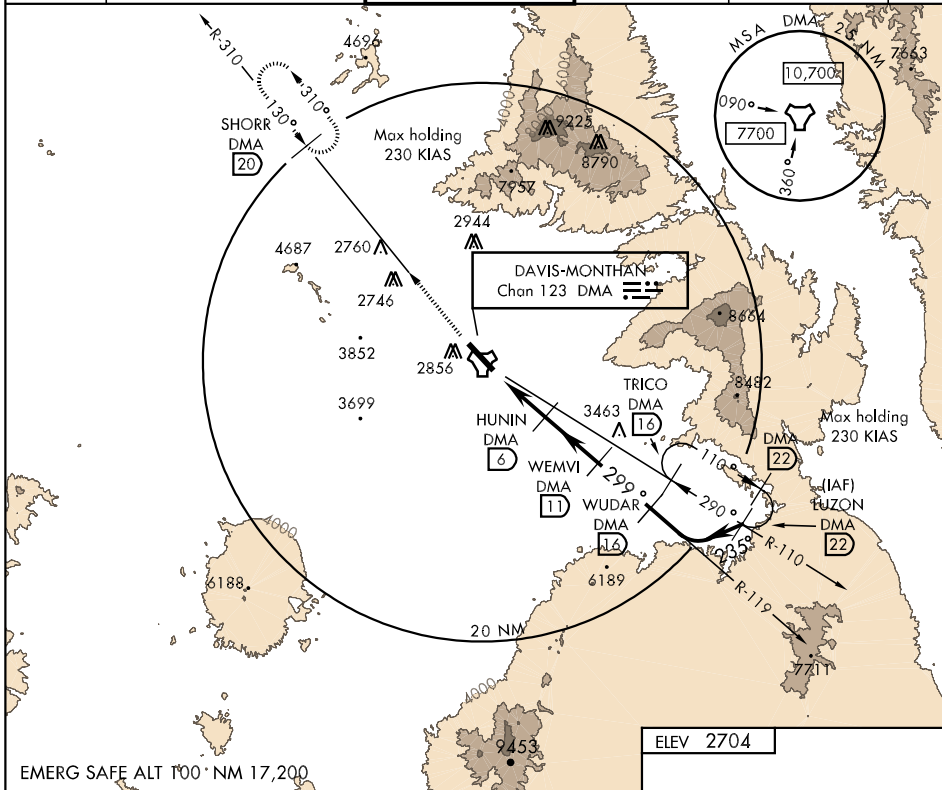
* When ALS inop, increase vis ½ mile.
 ** Circling not authorized S of Rwy 12-30.
 *** When ALS inop, increase vis ¼ mile.

ALSF-1

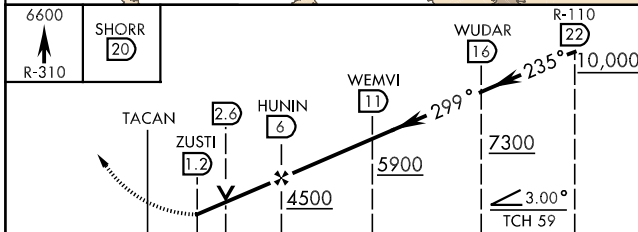


MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★ 270.1	TUCSON APP CON 066°-274° 119.4 318.1 275°-065° 125.1 269.55	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100° NM 17,200



CATEGORY	A	B	C	D	E
S-30 *	3340-½ 636 (700-½)		3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)
CIRCLING **	3340-1 636 (700-1)		3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2 ½ 676 (700-2½)
S-PAR 30***	2904-½ 200 (200-½) GS 3.0°				

TUCSON, ARIZONA

32°10'N-110°53'W

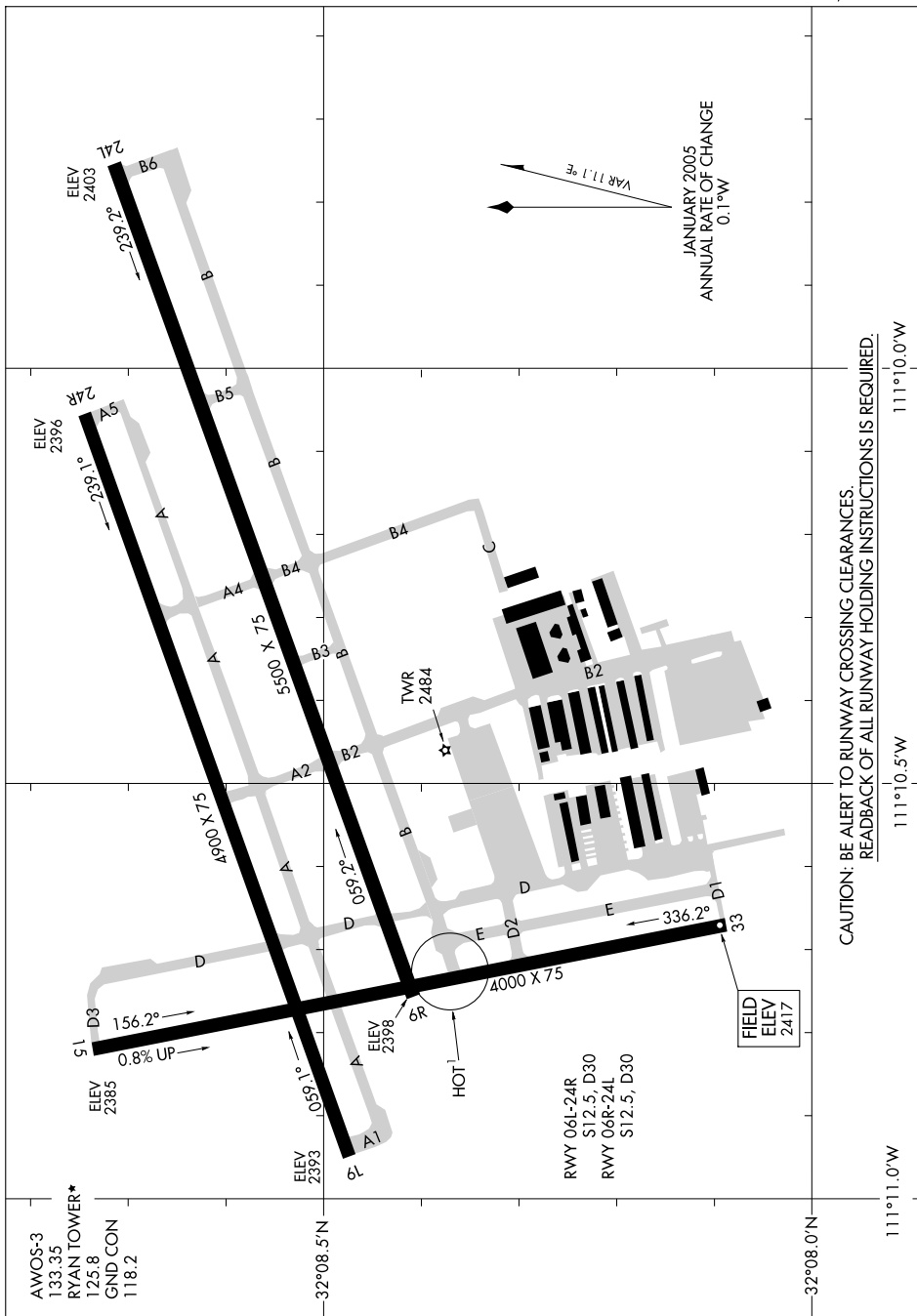
DAVIS-MONTHAN AFB (KDMA)

AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA



SW-4. 17 DEC 2009 to 14 JAN 2010

LOC I-FI	APP CRS	Rwy Idg	5500
111.1	058°	TDZE	2402
		Apt Elev	2417

ILS or LOC RWY 6R

TUCSON/RYAN FIELD (RYN)



NA

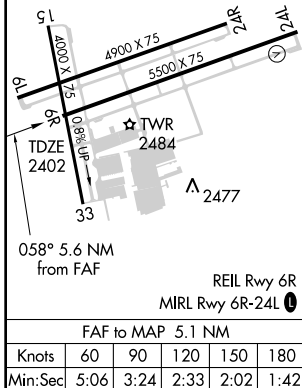
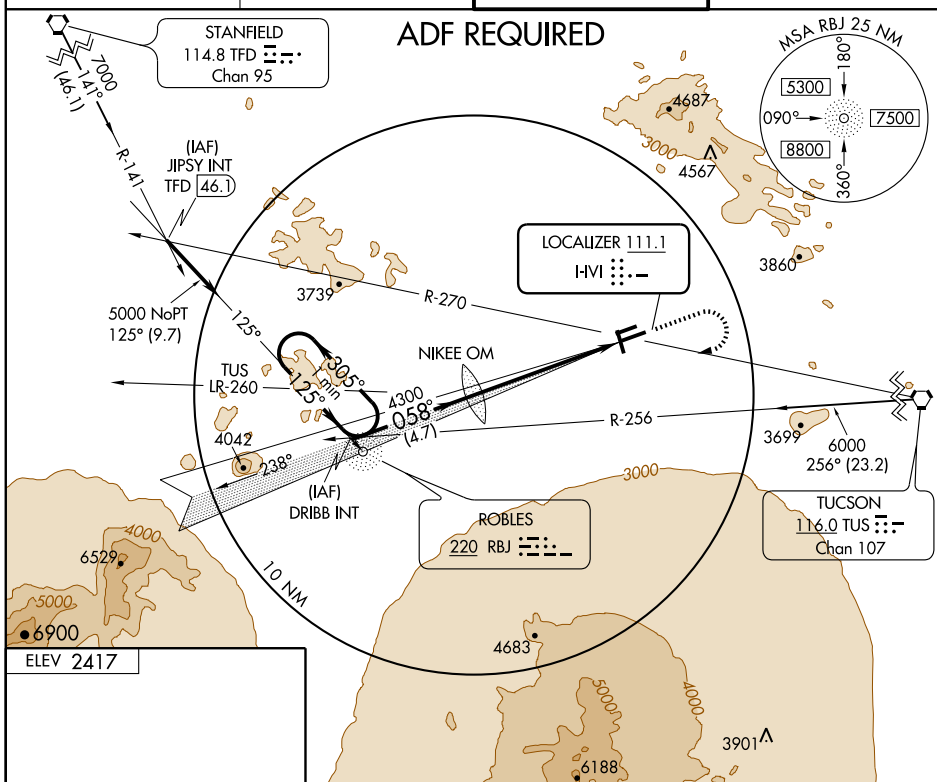
MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

AWOS-3
133.35

TUCSON APP CON
128.5 395.9

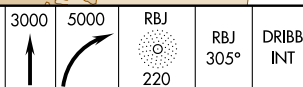
RYAN TOWER ★
125.8 (CTAF)

GND CON
118.2



One Minute
Holding Pattern

DRIBB INT



5000 ← 305°
125° →

NIKEE OM

058°

4262

4300

058°

GS 3.00°
TCH 50

4.7 NM

5.6 NM

CATEGORY	A	B	C	D
S-ILS 6R	2652-1 250 (300-1)			
S-LOC 6R	2900-1 498 (500-1)	2900-1¼ 498 (500-1¼)	2900-1½ 498 (500-1½)	2980-2 563 (600-2)
CIRCLING	2900-1 483 (500-1)	2900-1½ 483 (500-1½)	2980-2 563 (600-2)	

NDB RYN 338	APP CRS 074°	Rwy Idg TDZE Apt Elev 5500 2400 2415
-----------------------	------------------------	--

NDB/DME or GPS RWY 6R

TUCSON/ RYAN FIELD (RYN)

NA DME from TUS VORTAC
Simultaneous reception of RYN NDB and TUS DME required.

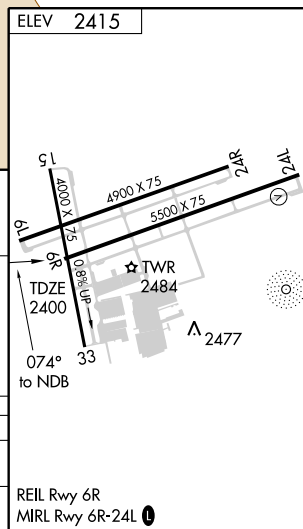
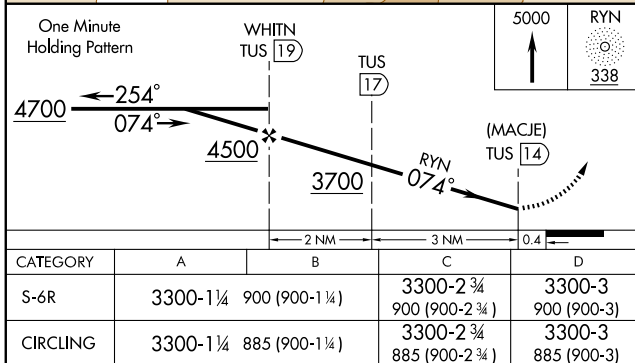
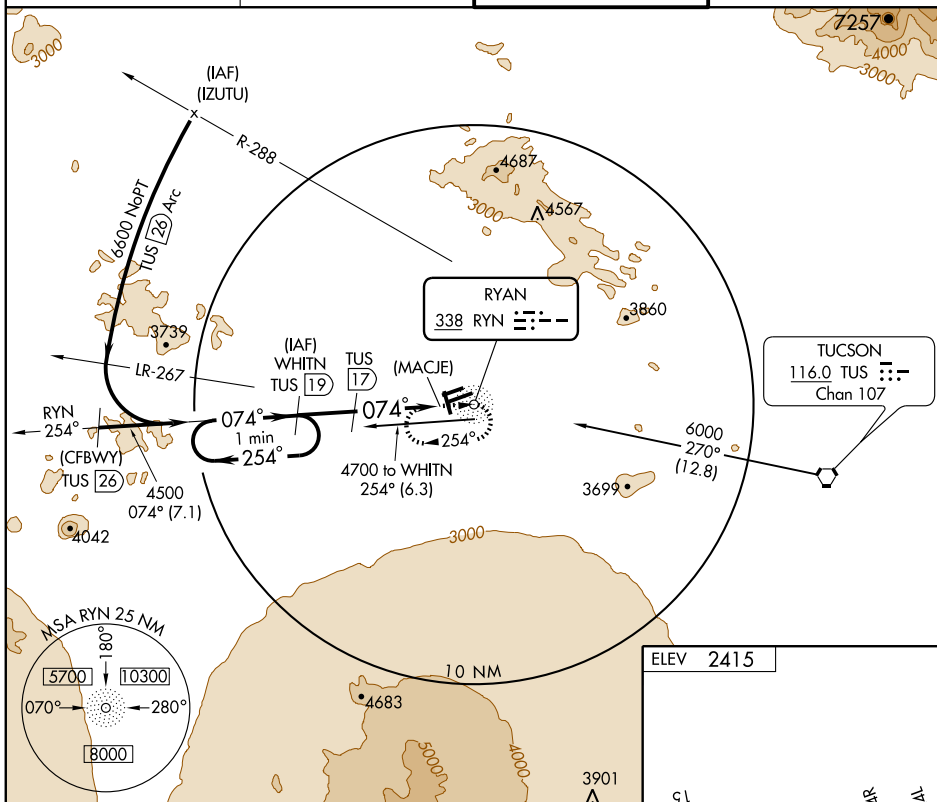
MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3
133.35

TUCSON APP CON
128.5 395.9

RYAN TOWER ★
125.8 (CTAF)

GND CON
118.2



BURRO TWO DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA

ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
124.4 348.6
TUCSON TOWER
118.3 257.8
TUCSON DEP CON
125.1 269.55

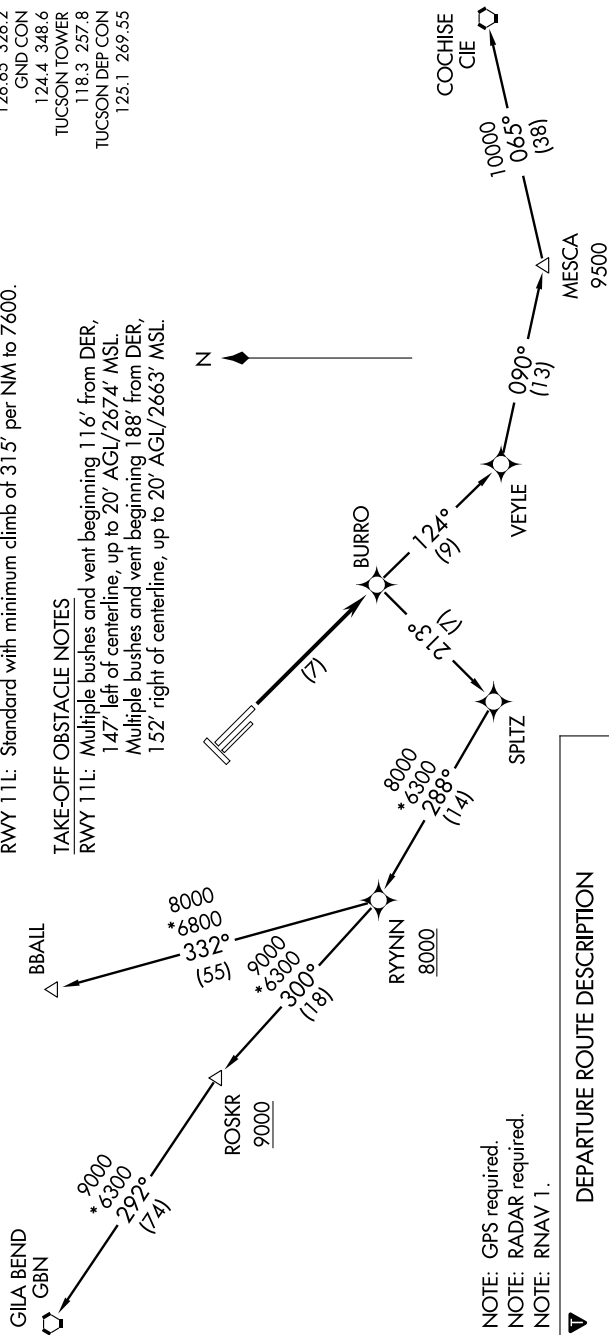
TAKE-OFF MINIMUMS

RWYS 11R, 21, 29L, 29R, 3: NA-(ATC).

RWY 11L: Standard with minimum climb of 31.5' per NM to 7600.

TAKE-OFF OBSTACLE NOTES

RWY 11L: Multiple bushes and vent beginning 116' from DER, 147' left of centerline, up to 20' AGL/2674' MSL.
Multiple bushes and vent beginning 188' from DER, 152' right of centerline, up to 20' AGL/2663' MSL.



NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11L: Climb direct BURRO, thence....

...via (transition) climb and maintain 17000. Expect filed altitude 10 minutes after departure.

BBALL TRANSITION (BURRO2.BBALL)

COCHISE TRANSITION (BURRO2.CIE)

GILA BEND TRANSITION (BURRO2.GBN)

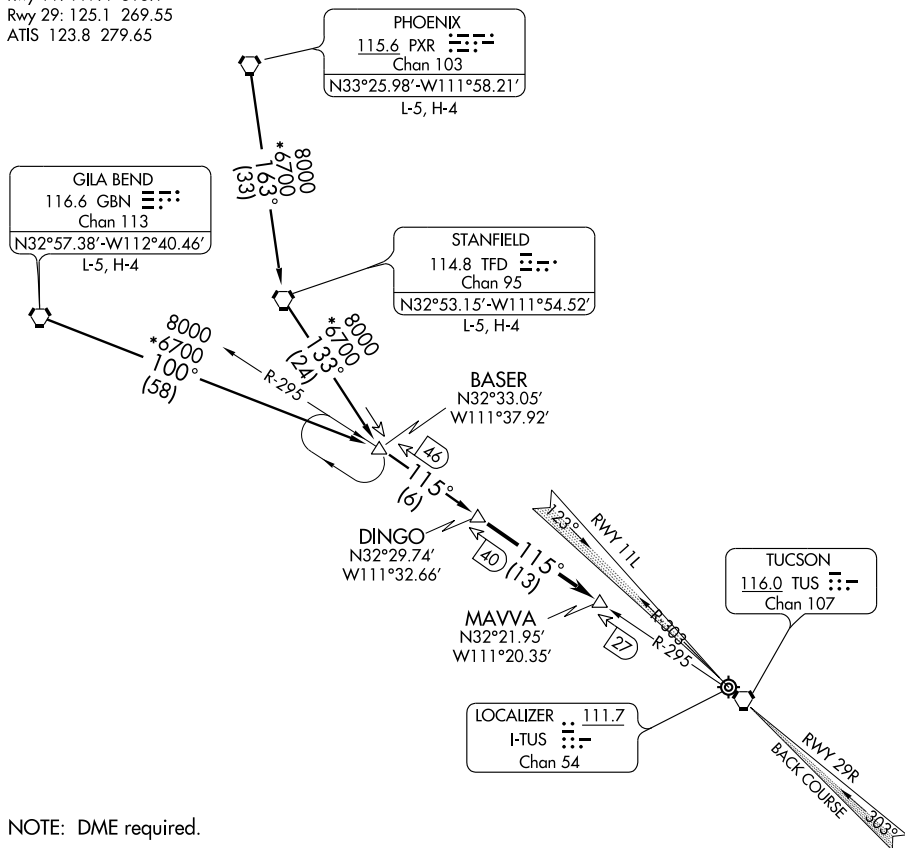
NOTE: Chart not to scale.

TUCSON APP CON

Rwy 11: 119.4 318.1

Rwy 29: 125.1 269.55

ATIS 123.8 279.65



GILA BEND TRANSITION (GBN.DINGO5): From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

PHOENIX TRANSITION (PXR.DINGO5): From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

STANFIELD TRANSITION (TFD.DINGO5): From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

▼

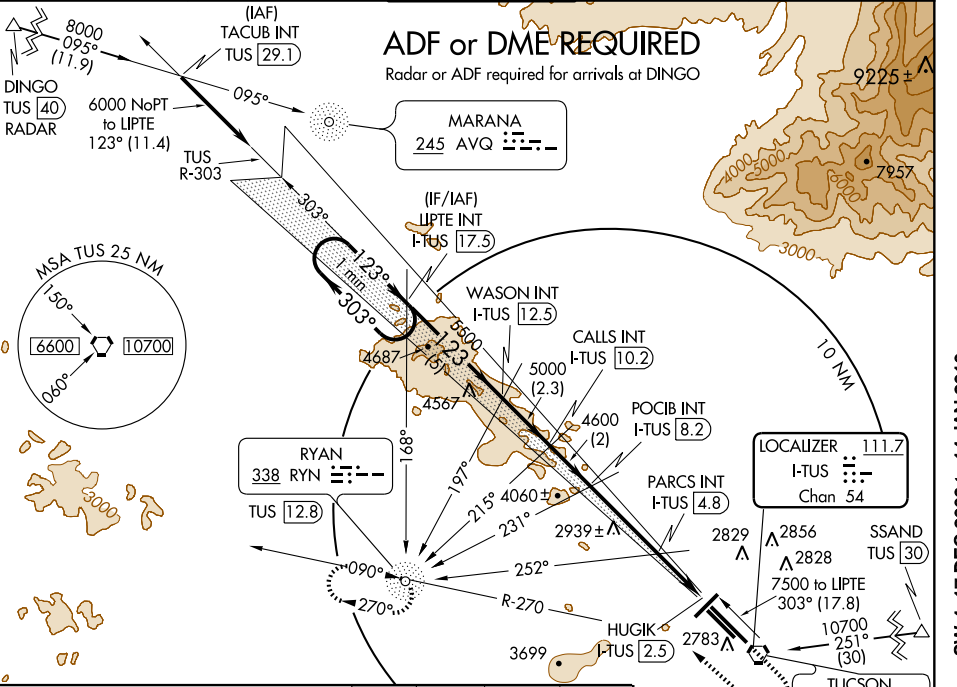
▲

For inoperative MALSR, increase S-ILS 11L Cat E visibility to RVR 5000, S-LOC 11L Cat D and Cat E visibility to RVR 5000. ADF or DME required.

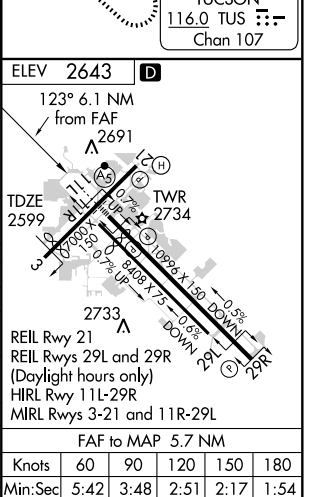
MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



<div>LIPTÉ INT I-TUS 17.5</div> <div>WASON INT I-TUS 12.5</div> <div>CALLS INT I-TUS 10.2</div> <div>POCIB INT I-TUS 8.2</div> <div>PARCS INT I-TUS 4.8</div> <div>HUGIK I-TUS 2.5</div> <div>RYN 338</div> <div>TUS R-270 116.0</div>					
One Minute Holding Pattern					
6000 ← 303° / 123° → 5500 / 5000					
GS 3.00° TCH 55					
Use I-TUS DME when on the localizer course.					
5 NM 2.3 NM 2 NM 3.4 NM 2.3 NM 0.4					
CATEGORY	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)	3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)		
CIRCLING	3480-1¼ 837 (900-1¼)	3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097 (1100-3)	
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)	2900/40 301 (300-¾)			
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)



SW-4. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TUS 111.7 Chan 54	APP CRS 303°	Rwy Idg 10996 TDZE 2643 Apt Elev 2643
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LOC/DME BC RWY 29R
TUCSON INTL (TUS)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6800 via TUS VORTAC R-308 to PIMMA/TUS VORTAC 20 DME and hold.

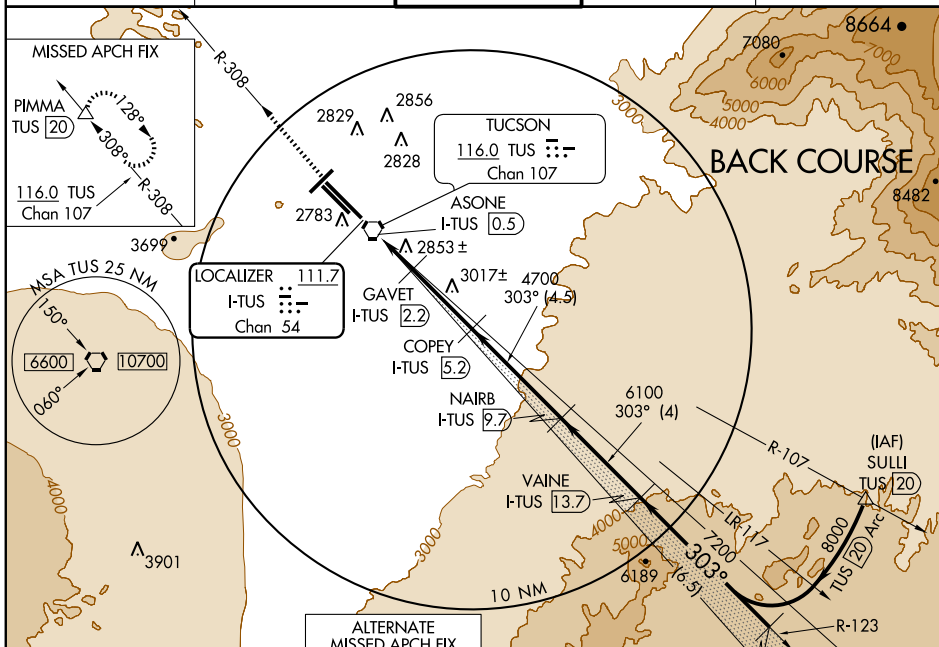
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

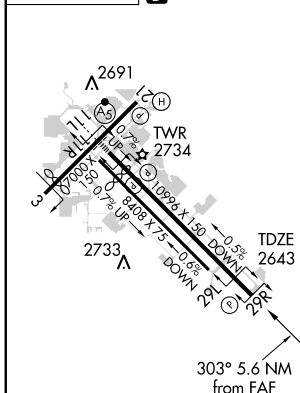
TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

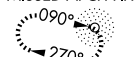
CLNC DEL
126.65 326.2



ELEV 2643	D
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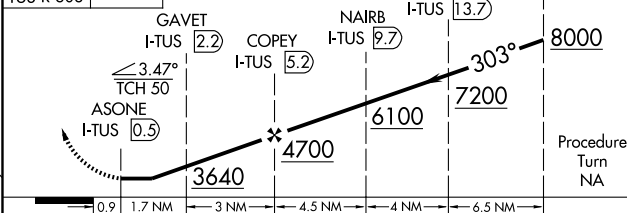
ALTERNATE
MISSED APCH FIX



RYAN
338 RYN ::-:-

6800 ↑ TUS R-308	PIMMA △
------------------------	------------

Use I-TUS DME when on the localizer course.
VGSI and descent angles not coincident.
Disregard glide slope indications. VAINF



CATEGORY	A	B	C	D	E
S-29R	3120-1	477 (500-1)	3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

APP CRS	Rwy Idg	6159
030°	TDZE	2572
	Apt Elev	2643

RNAV (GPS) RWY 3
TUCSON INTL (TUS)

T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -20°C (-4°F) or above 43°C (111°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to SIREE, and climbing left turn direct PIMMA and hold.

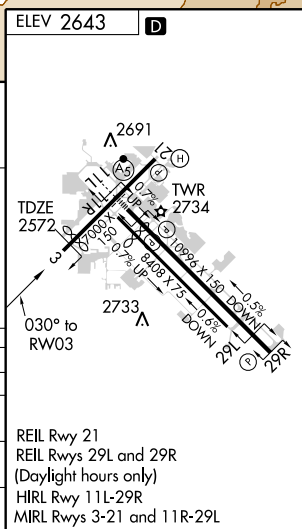
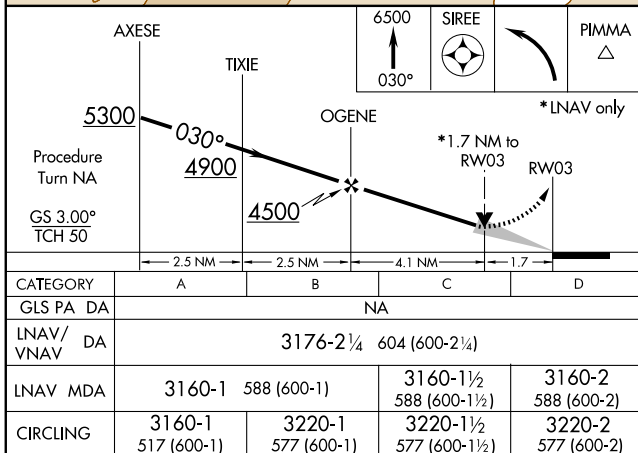
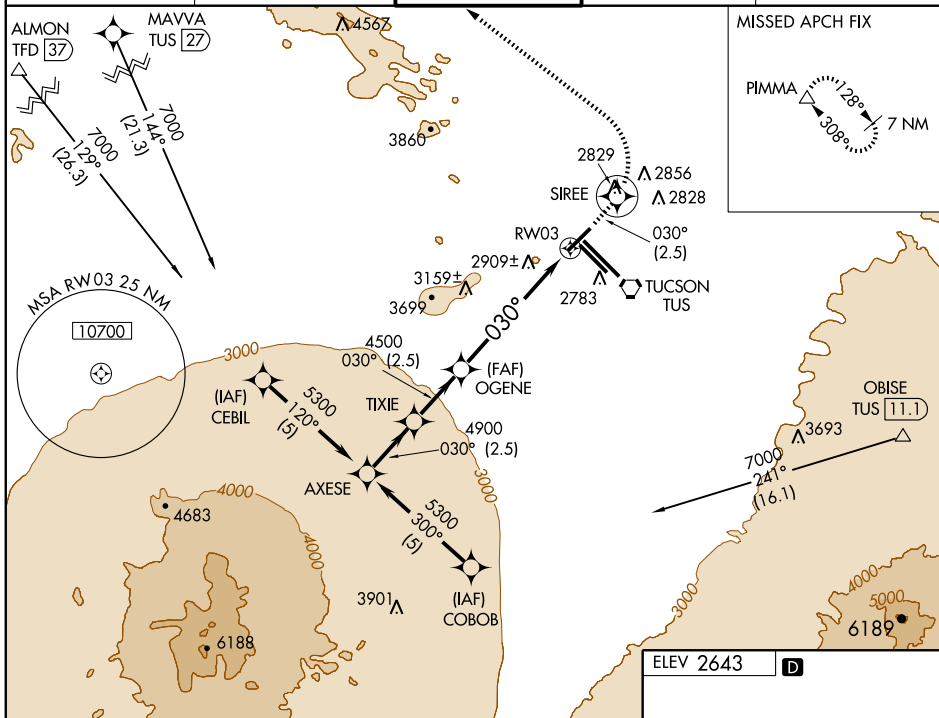
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

CLNC DEL
126.65 326.2



APP CRS	Rwy Idg	6998
123°	TDZE	2605
	Apt Elev	2643

RNAV (GPS) RWY 11R
TUCSON INTL (TUS)

TUCSON INTL (TUS)

T For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
A NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 123° course to RUVIE WP then climbing right turn direct RYN NDB and hold.

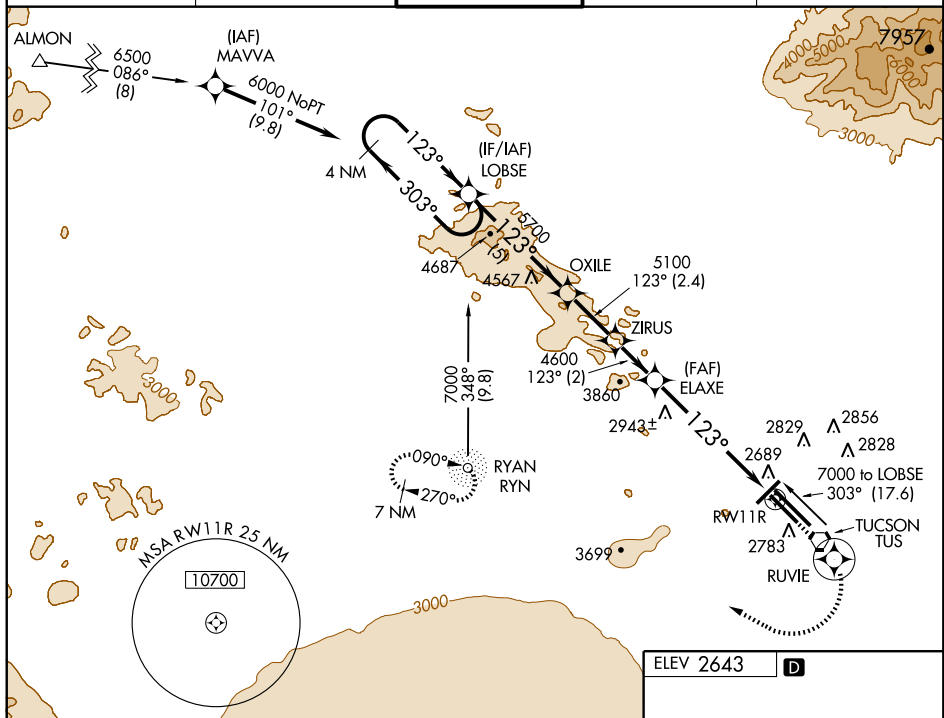
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

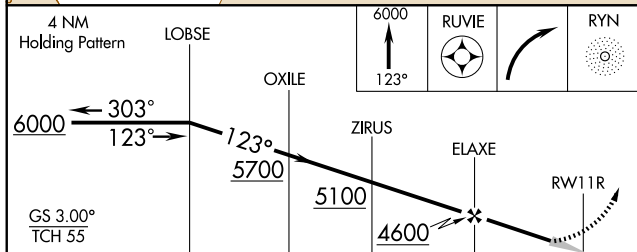
CLNC DEL
126.65 326.2



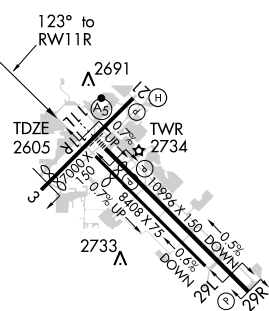
SW-4. 17 DEC 2009 to 14 JAN 2010

ELEV 2643

D



		5 NM	2.4 NM	2 NM	6 NM	
CATEGORY	A	B	C	D		
GLS DA	NA					
RNAV/ VNAV DA	2965-1¼ 360 (400-1¼)					
RNAV MDA	3200-1 595 (600-1)	3200-1½ 595 (600-1½)	3200-1¾ 595 (600-1¾)			
CIRCLING	3200-1 557 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)		



REIL Rwy 21
REIL Rwy 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwy 3-21 and 11R-29L

APP CRS	Rwy Idg	6000
213°	TDZE	2573
	Apt Elev	2643

RNAV (GPS) RWY 21

TUCSON INTL (TUS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 213° course to WADSO WP, then via 203° course to LIKLE WP, then climbing right turn direct RYN NDB and hold.

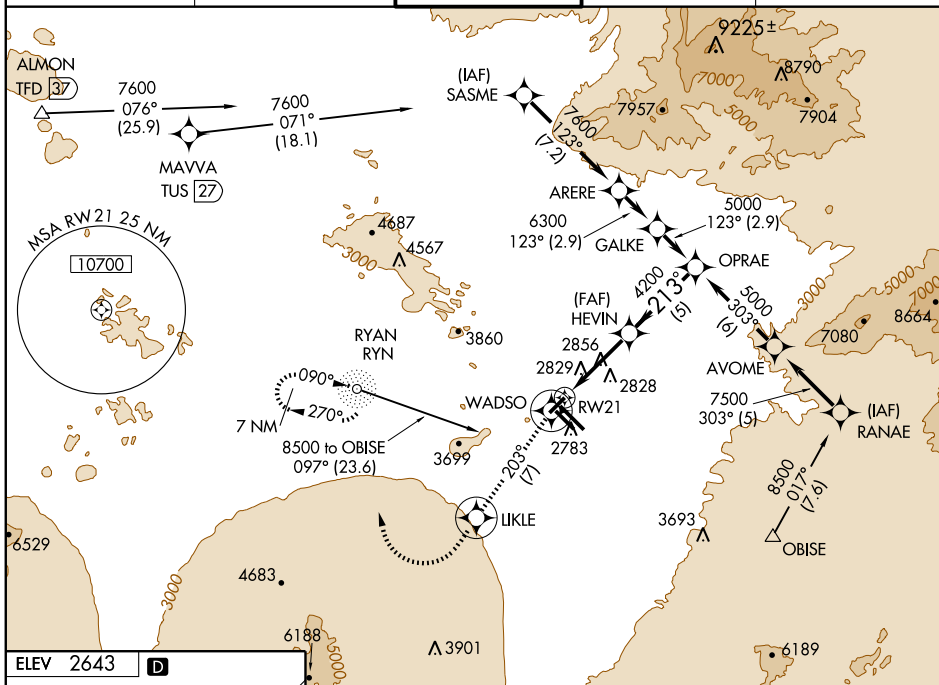
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

CLNC DEL
126.65 326.2



SW-4. 17 DEC 2009 to 14 JAN 2010

ELEV 2643

D

213° to
RWY21

6000

WADSO



213°

LIKLE



203°

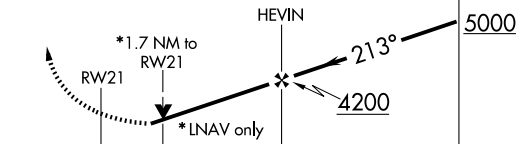
RYN



Procedure
Turn NA

Procedure
Turn NA

VGSI and RNAV glidepath not coincident.



GS 3.00°
TCH 50

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3141-2 568 (600-2)			
LNAV MDA	3160-1 587 (600-1)	3160-1½ 587 (600-1½)	3160-1¾ 587 (600-1¾)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

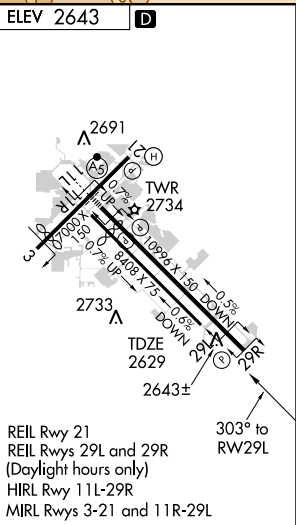
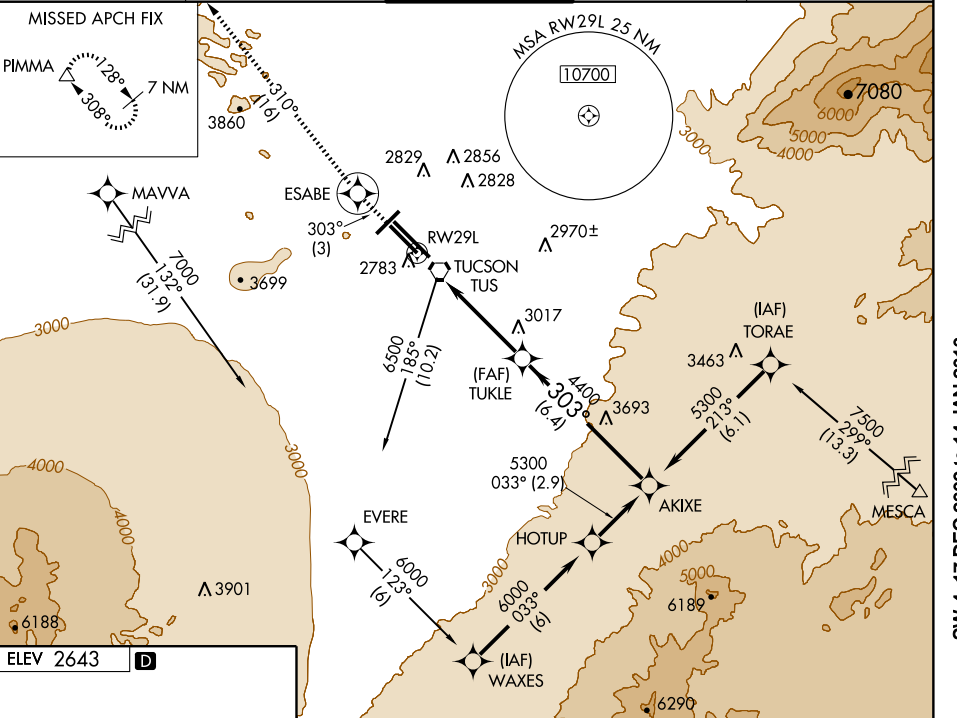
REIL Rwy 21
REIL Rwy 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwy 3-21 and 11R-29L

▽

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 303° course
to ESABE and via 310° track to PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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6500	ESABE	310° track	PIMMA	Procedure Turn NA
303°				
*LNAV only				
* 1.9 NM to RWY29L				
RWY29L				
TUKLE				
AKIXE				
5300				
303°				
4400				
GS 3.00°				
TCH 50				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3040-1½ 411 (400-1½)			
LNAV MDA	3320-1 691 (700-1)	3320-2 691 (700-2)	3320-2½ 691 (700-2½)	3320-2½ 691 (700-2½)
CIRCLING	3320-1 677 (700-1)	3320-2 677 (700-2)	3320-2½ 677 (700-2½)	3320-2½ 677 (700-2½)

SW-4. 17 DEC 2009 to 14 JAN 2010

MISSED APPROACH: Climb to 6000 (CAT E 8000) via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

WAAS
CH 86899
W29A

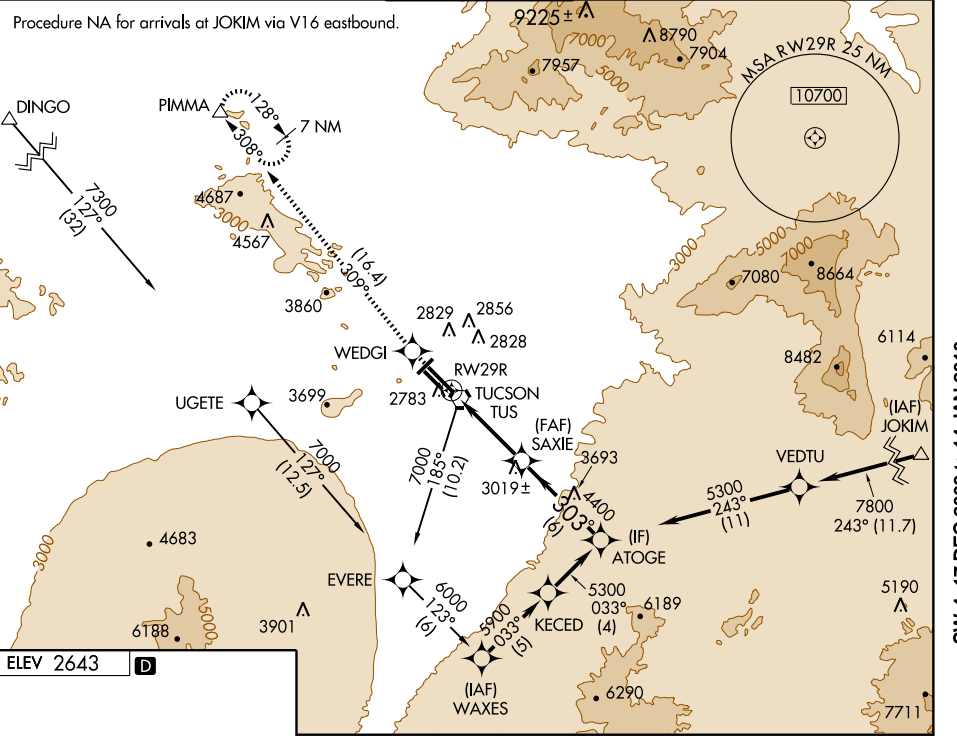
APP CRS
303°

Rwy Idg 10996
TDZE 2643
Apt Elev 2643

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA. When VGSi inoperative, procedure NA at night.

MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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ELEV 2643

6800	WEDGI	309° track	PIMMA	ATOGE	Procedure Turn NA
SAXIE					
RW29R					
5300					
4400					
GS 3.00° TCH 53					
CATEGORY	A	B	C	D	E
LPV DA	2929-1 286 (300-1)				
LNAV/VNAV DA	3106-1½ 463 (500-1½)				3106-1¾ 463 (500-1¾)
LNAV MDA	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2 637 (700-2¼)	3280-2¼ 637 (700-2¼)
CIRCLING	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)	

SW-4. 17 DEC 2009 to 14 JAN 2010

APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643
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RNAV (RNP) Y RWY 11L

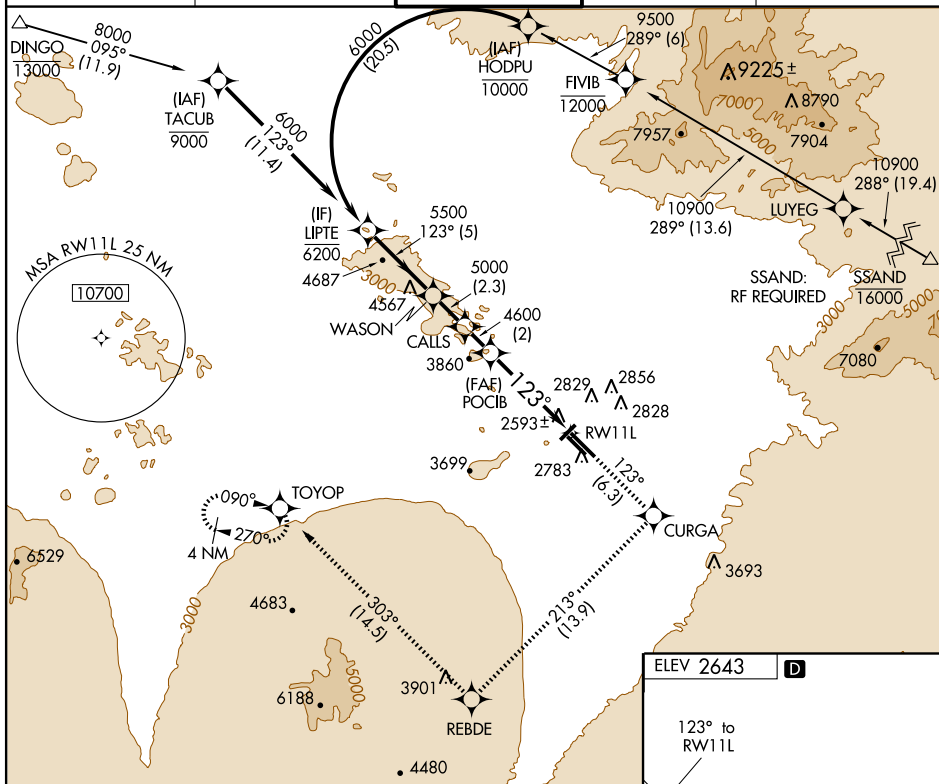
TUCSON INTL (TUS)

T For uncompensated Baro-VNAV systems, procedure
A NA below -5°C (23°F) or above 43°C (111°F).
 For inoperative MALSR, increase RNP 0.30 visibility
 to RVR 6000 all Cats. GPS required.



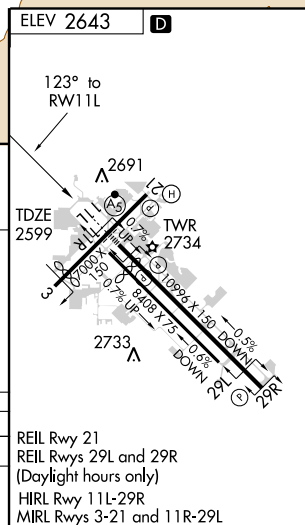
MISSED APPROACH: Climb to 6000 via 123° track to CURGA, 213° track to REBDE, 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



LIPTE		CURGA		REBDE		TOYOP	
6000		123° track		213° track		303° track	
WASON		CALLS		POCIB		RW11L	
5500		5000		4600		4600	
Procedure Turn NA		GP 3.00° TCH 55					
5 NM		2.3 NM		2 NM		6.1 NM	
A		B		C		D	
RNP 0.30 DA		2947/40		348 (400-34)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS 303°	Rwy Idg 10996 TDZE 2643 Apt Elev 2643
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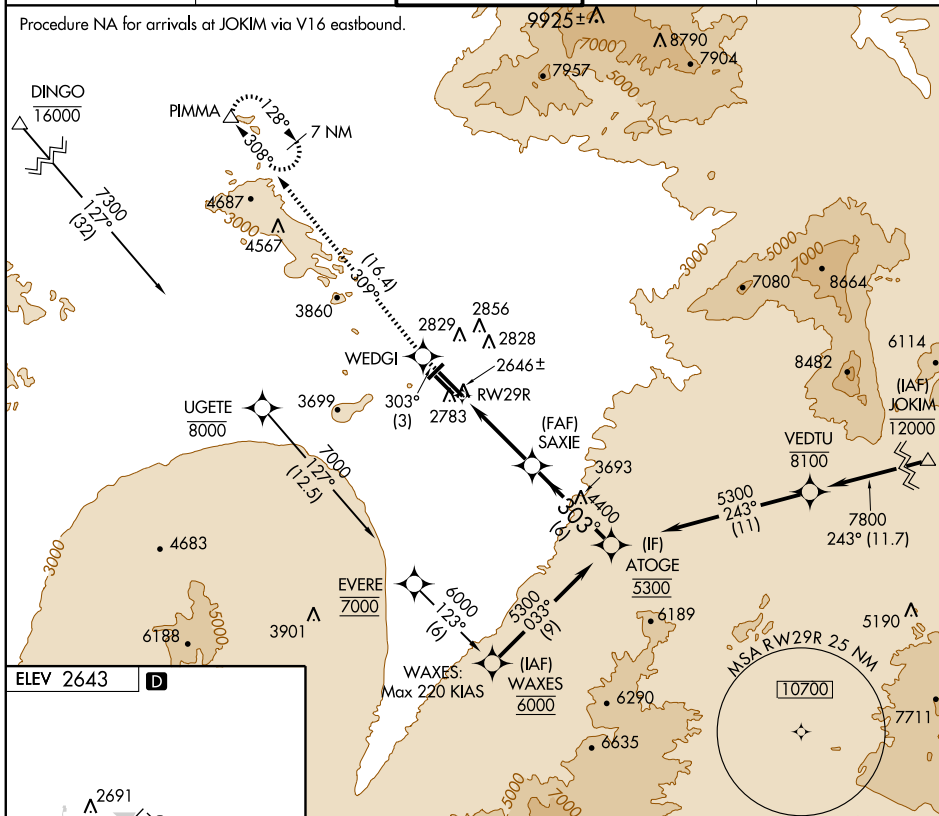
RNAV (RNP) Y RWY 29R
TUCSON INTL (TUS)

T When VGSI inoperative, procedure NA at night. GPS required.
A NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

MISSED APPROACH: Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

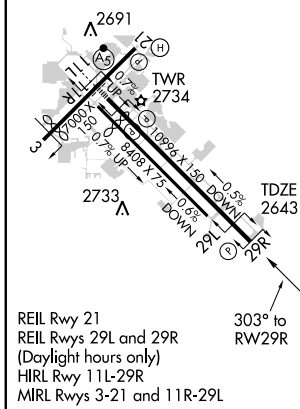
ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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Procedure NA for arrivals at JOKIM via V16 eastbound.



ELEV 2643

D



6500 ↑ 303° track	WEDGI ✦	309° track	PIMMA △	SAXIE 4400 303° 4400 ATOGE 5300 GP 3.00° TCH 53	
RW29R		5.3 NM		6 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA	2989-1¼ 346 (400-1¼)				
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					

SW-4. 17 DEC 2009 to 14 JAN 2010

TUCSON SEVEN DEPARTURE

SL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA

TAKE-OFF OBSTACLE NOTES

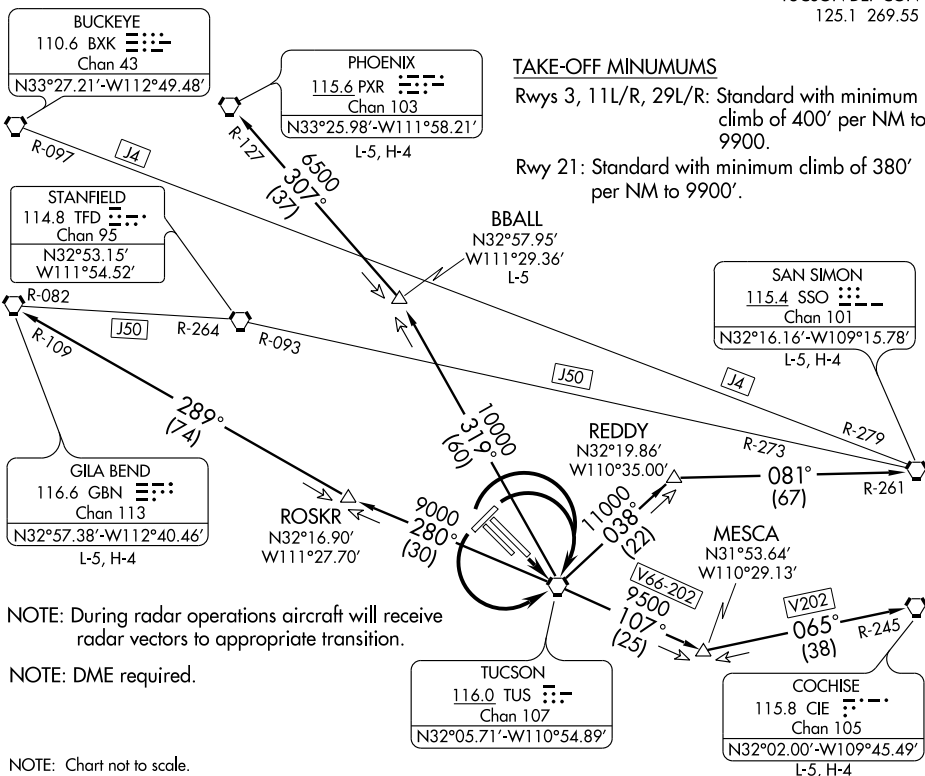
RWY 3: Multiple trees and a sign beginning 1385' from DER, 322' left of centerline to 333' right of centerline, up to 45' AGL/2626' MSL.

RWY 11L: Multiple bushes and vents beginning 115' from DER, 606' left of centerline to 383' right of centerline, up to 24' AGL/2674' MSL.

RWY 11R: Tree 584' from DER, 176' right of centerline, 25' AGL/2645' MSL.

RWY 21: Multiple bushes, poles, lights, railroad cars, and trees beginning 104' from DER, 594' left of centerline to 330' right of centerline, up to 48' AGL/2616' MSL.

ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
124.4 348.6
TUCSON TOWER
118.3 257.8
TUCSON DEP CON
125.1 269.55



TAKE-OFF MINIMUMS

Rwys 3, 11L/R, 29L/R: Standard with minimum climb of 400' per NM to 9900.

Rwy 21: Standard with minimum climb of 380' per NM to 9900'.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAYS 3, 29L/R: Climbing right turn direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAY 21: Climbing left turn direct TUS VORTAC. Thence. . .

. . . via assigned transition. Maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BBALL TRANSITION (TUS7.BBALL): From over TUS VORTAC via TUS R-319 to BBALL INT.

COCHISE TRANSITION (TUS7.CIE): From over TUS VORTAC via TUS R-107 and CIE R-245 to CIE VORTAC.

GILA BEND TRANSITION (TUS7.GBN): From over TUS VORTAC via TUS R-280 and GBN R-109 to GBN VORTAC.

PHOENIX TRANSITION (TUS7.PXR): From over TUS VORTAC via TUS R-319 and PXR R-127 to PXR VORTAC.

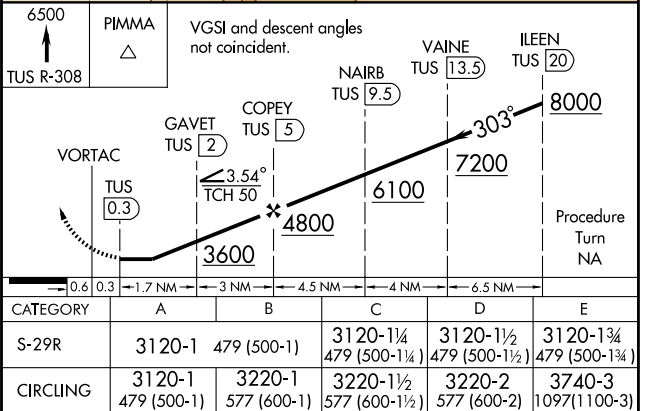
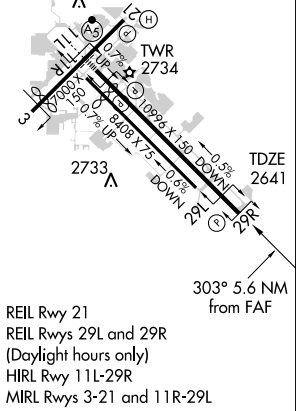
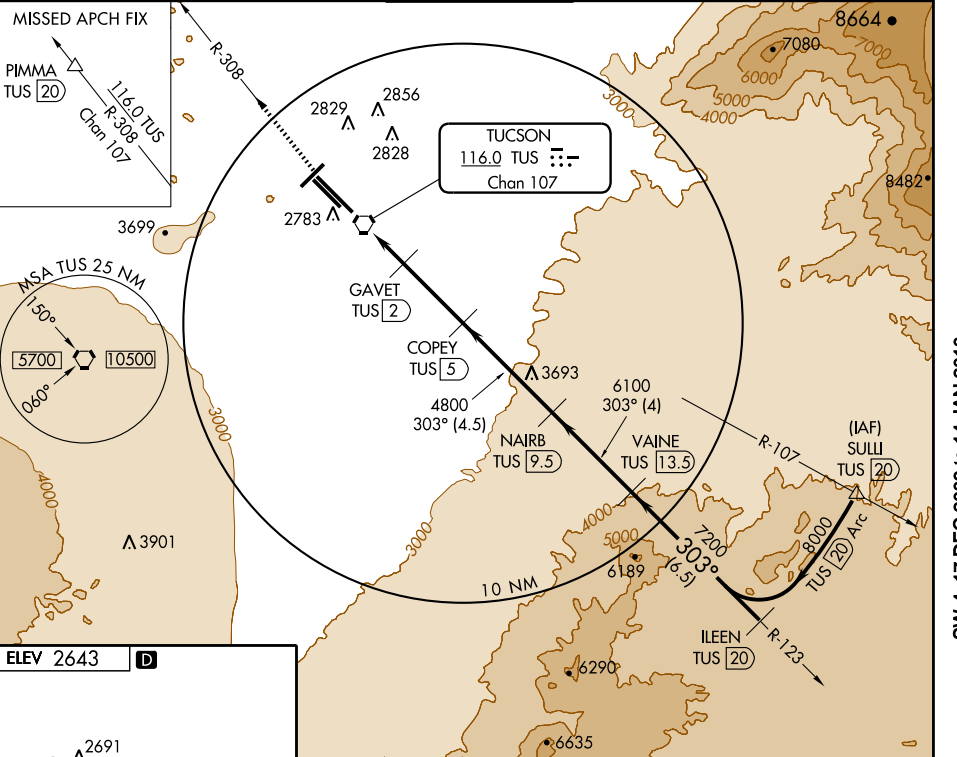
SAN SIMON TRANSITION (TUS7.SSO): From over TUS VORTAC via TUS R-038 and SSO R-261 to SSO VORTAC.

▼

▲

MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME via TUS R-308.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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SW-4, 17 DEC 2009 to 14 JAN 2010

VORTAC TUS 116.0 Chan 107	APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643
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VOR or TACAN RWY 11L

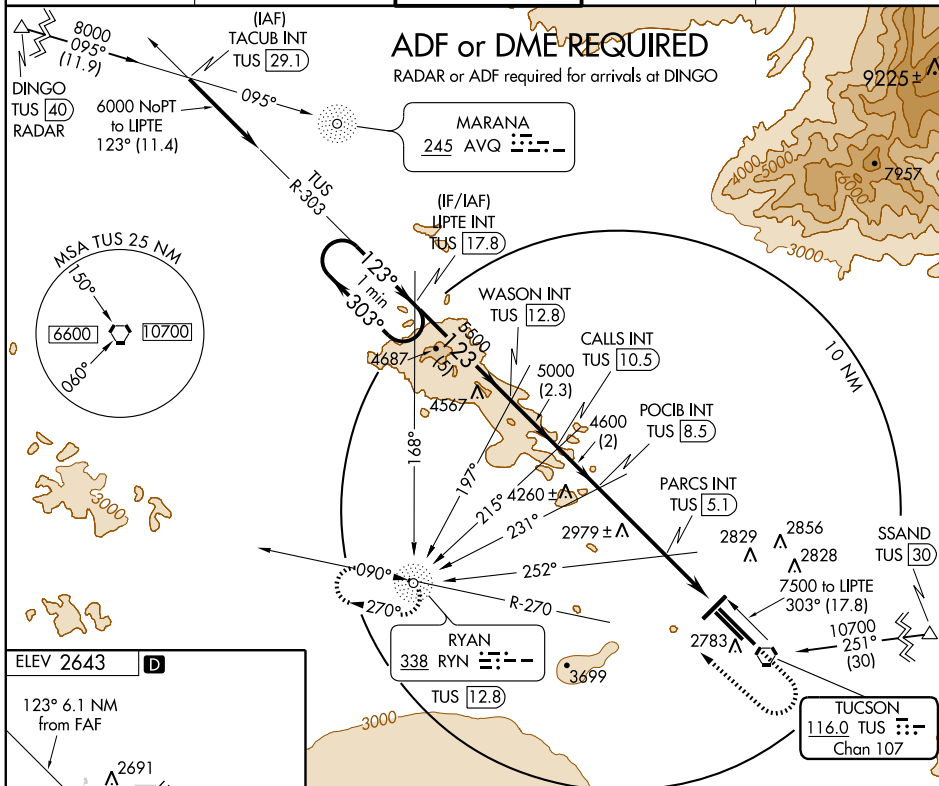
TUCSON INTL (TUS)

▼ For inoperative MALS, increase S-11L
 ▲ Cats. D and E visibility to RVR 6000.
 ADF or DME required.



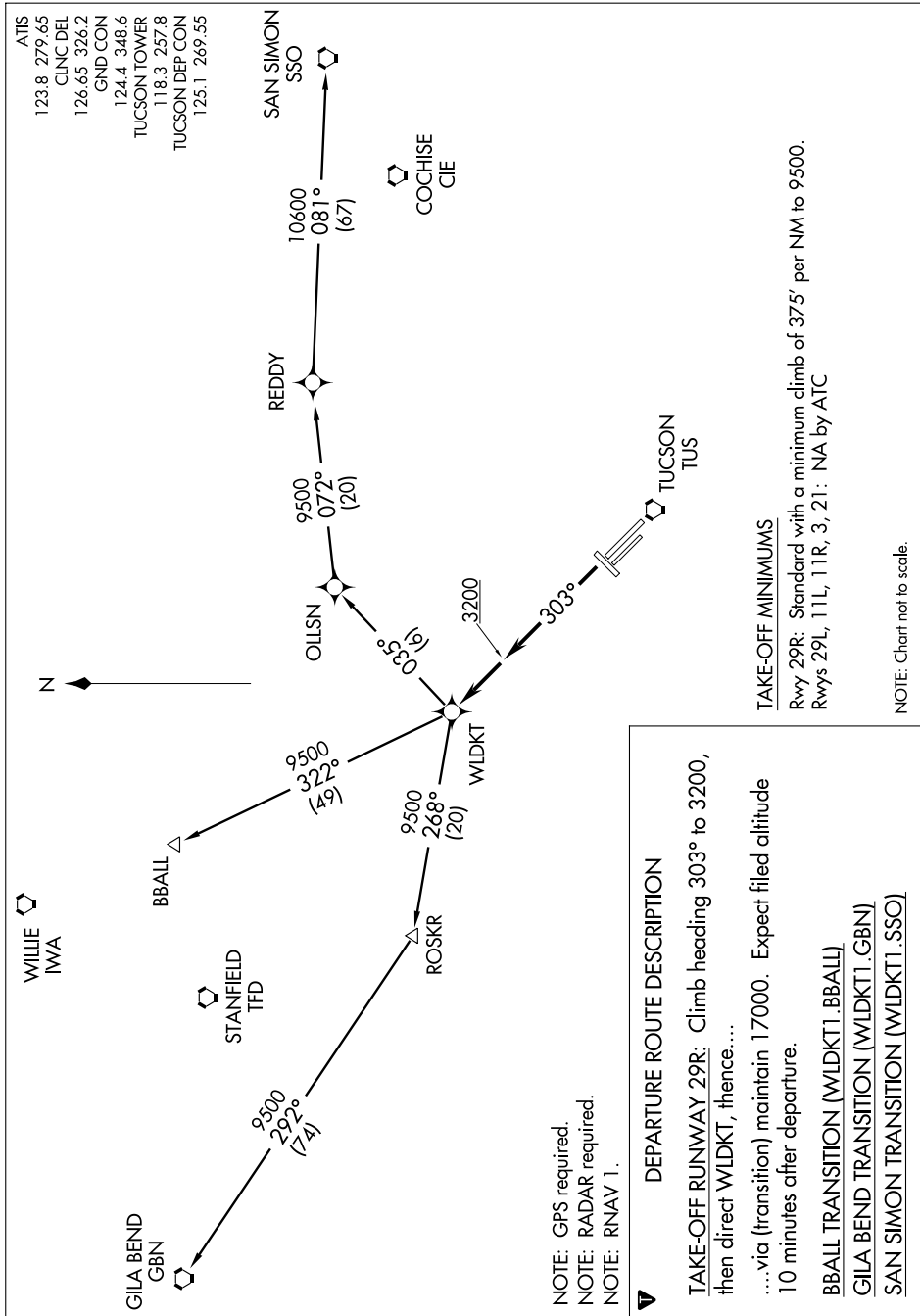
MISSED APPROACH: Climb to 4000 then climbing right
 turn to 6000 (Cat. E 8000) via heading 300° and TUS
 R-270 to RYN NDB/TUS 12.8 DME and hold.

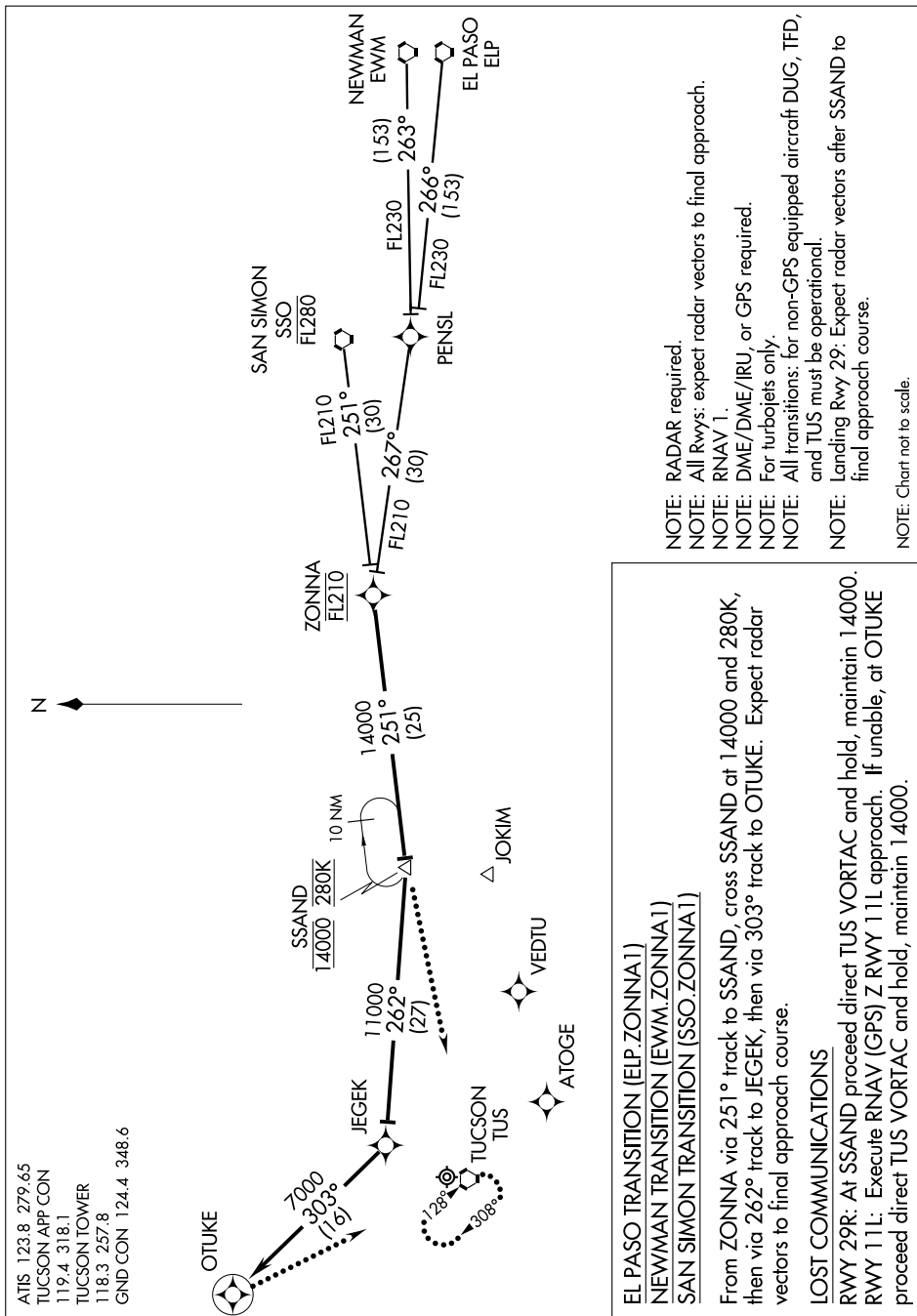
ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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ELEV 2643	D
123° 6.1 NM from FAF	
TDZE 2599	TWR 2734
REIL Rwy 21	REIL Rws 29L and 29R (Daylight hours only)
HIRL Rwy 11L-29R	MIRL Rws 3-21 and 11R-29L
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02

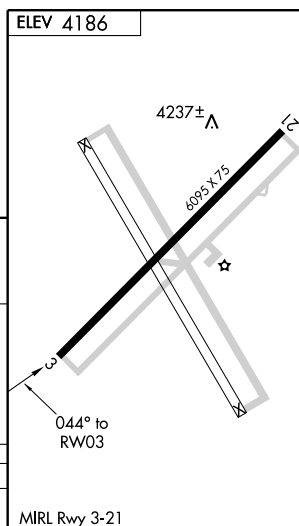
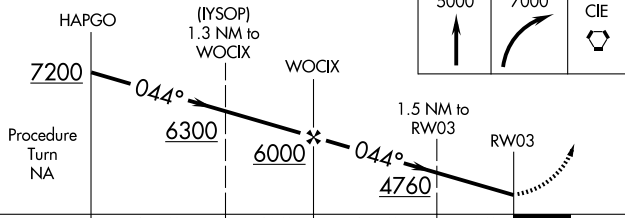
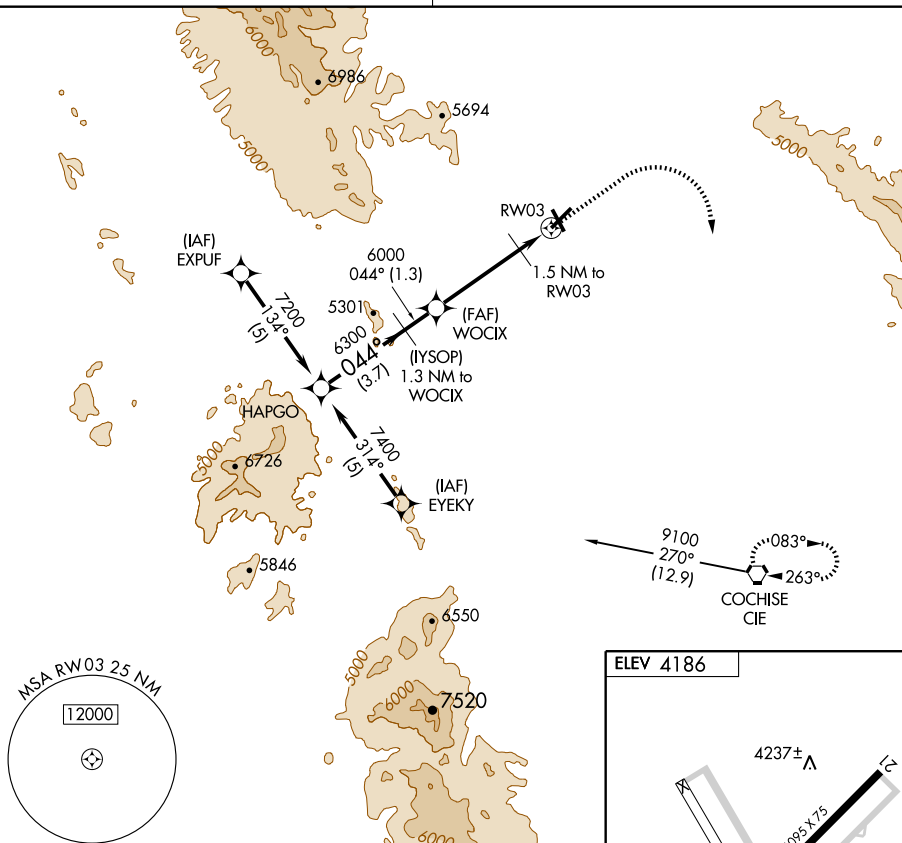
LIPT INT TUS 17.8	WASON INT TUS 12.8	CALLS INT TUS 10.5	POCIB INT TUS 8.5	PARCS INT TUS 5.1	TUS 2.4	RYN 338
One Minute Holding Pattern						
6000	5500	5000	4600	3480		
303°	123°					
5 NM	2.3 NM	2 NM	3.4 NM	1.7 NM	1 NM	
CATEGORY	A	B	C	D	E	
S-11L	2960/24 361 (400-½)			2960/50 361 (400-1)		
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)	





APP CRS
044°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
4186**GPS-A**

WILLCOX/COCHISE COUNTY (P33)

Obtain local altimeter on CTAF, when not available
procedure not authorized.MISSED APPROACH: Climb to 5000 then climbing right turn to
7000 direct CIE VORTAC and hold.ALBUQUERQUE CENTER
134.45 327.15UNICOM
122.8 (CTAF)CATEGORY
A
4640-1 454 (500-1)CATEGORY
NA

MIRL Rwy 3-21

APP CRS 214°	Rwy ldg TDZE Apt Elev	6095 4186 4186
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GPS RWY 21

WILLCOX/COCHISE COUNTY (P33)

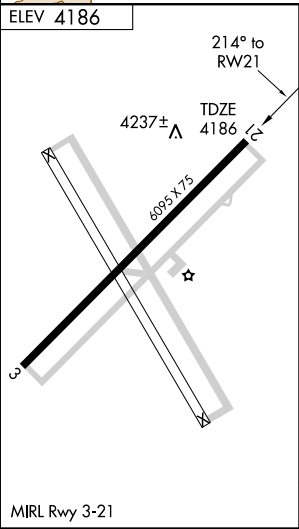
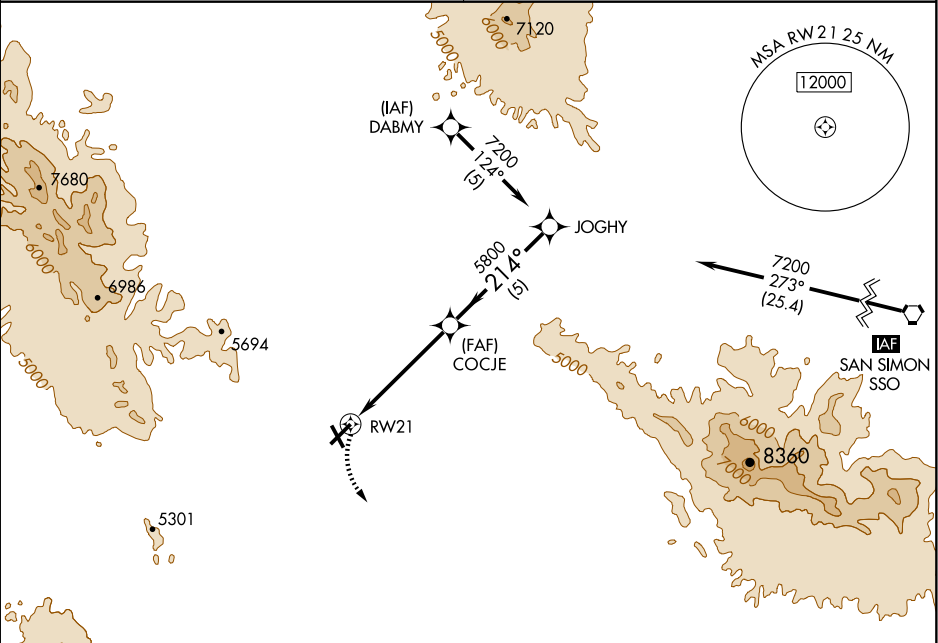
NA

Obtain local altimeter on CTAF, when not available procedure not authorized.

IAF ARM APPROACH MODE PRIOR TO IAF.



MISSED APPROACH: Climbing left turn to 7000 direct CIE VORTAC and hold.

ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF)
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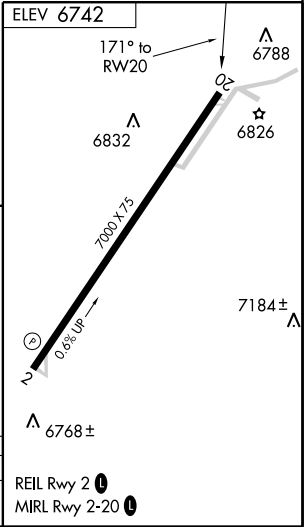
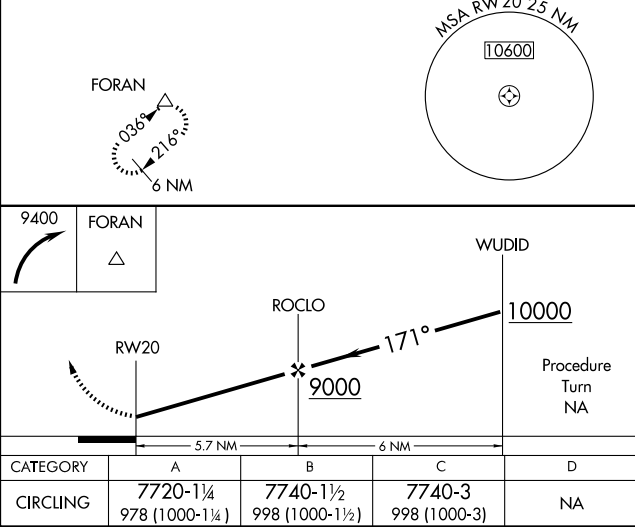
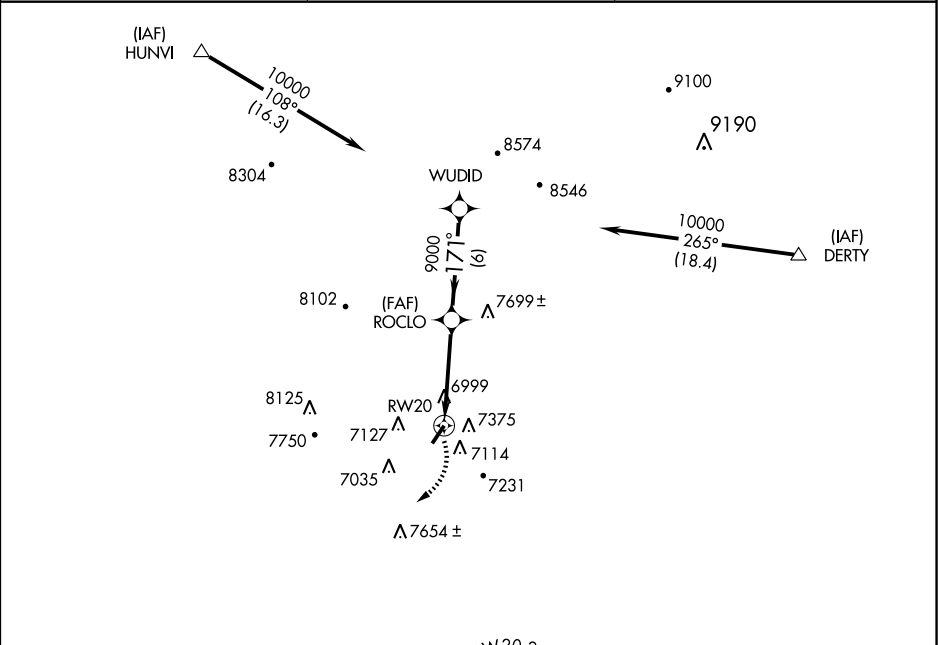


<div><p>7000</p><p>CIE</p><p>COCHISE CIE</p></div>			
<div><p>7200</p><p>JOGHY</p><p>214°</p><p>5800</p><p>COCJE</p><p>RW21</p><p>Procedure Turn NA</p></div>			
CATEGORY	A	B	D
S-21	4540-1	354 (400-1)	NA
CIRCLING	4640-1	454 (500-1)	NA

APP CRS	Rwy Idg	N/A
171°	TDZE	N/A
	Apt Elev	6742

 GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.
 NA	Procedure not authorized at night.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 
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APP CRS
021°

Rwy Idg
7000

TDZE
6719

Apt Elev
6742

▼

NA

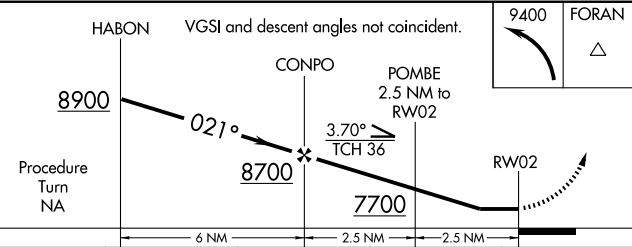
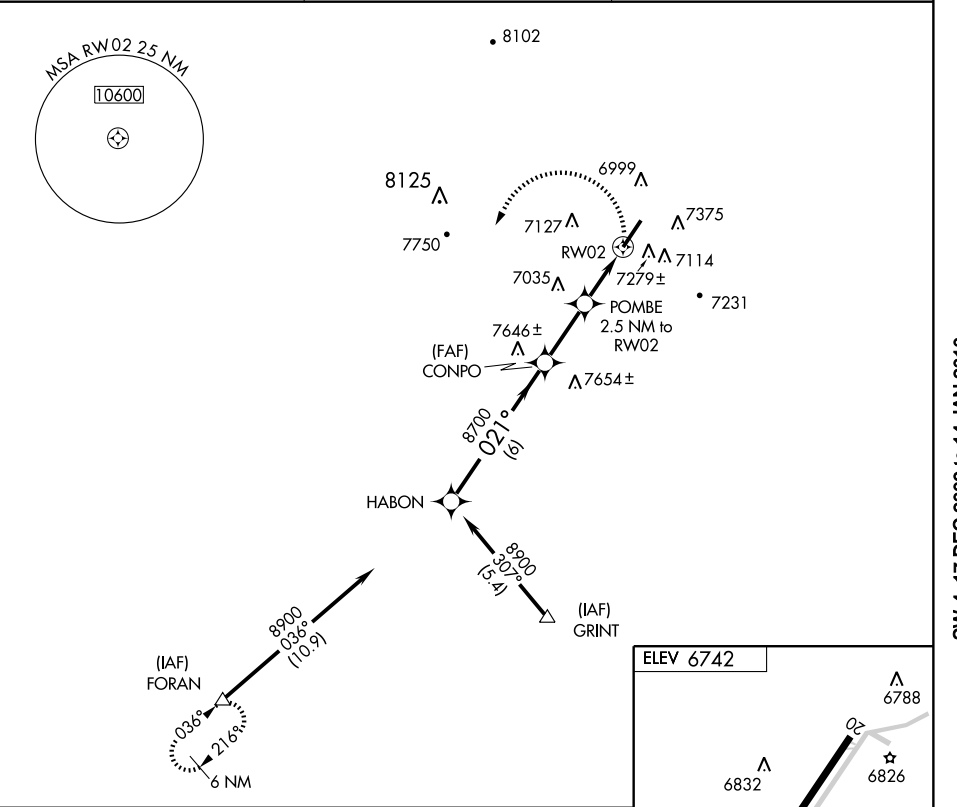
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Procedure not authorized at night.
Circling not authorized east of rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct FORAN WP and hold.

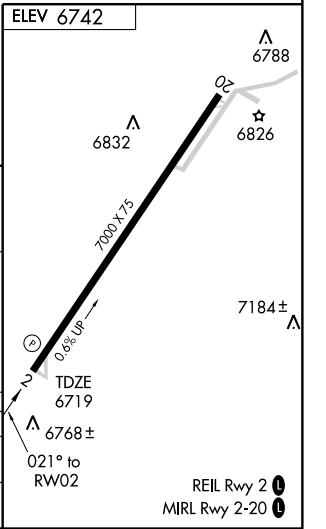
ASOS
118.325

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA



SW-4, 17 DEC 2009 to 14 JAN 2010

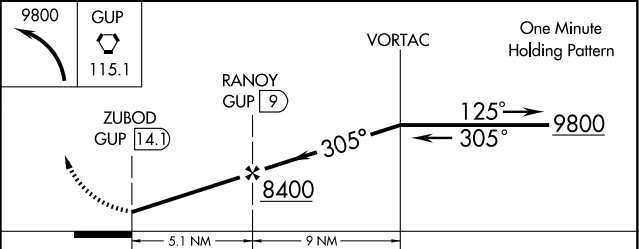
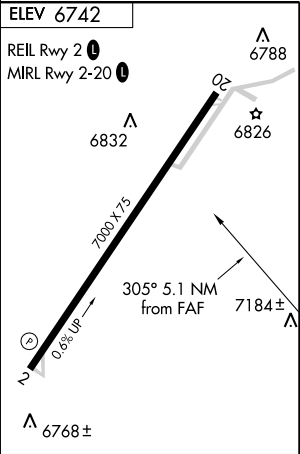
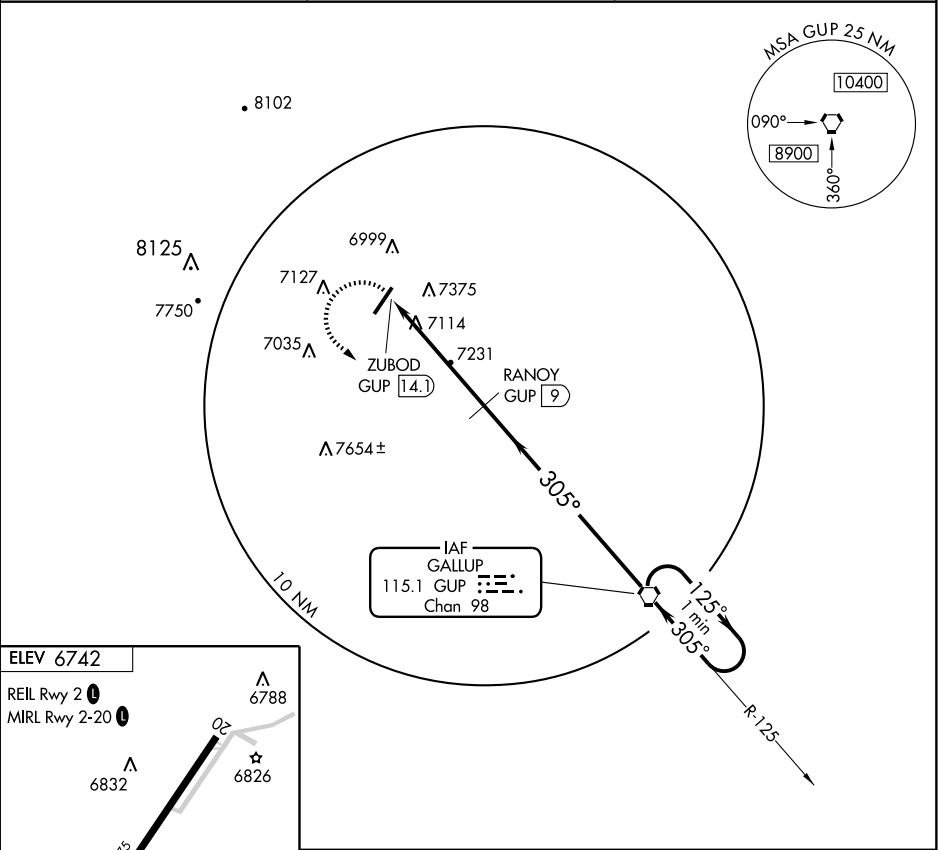
VORTAC GUP	APP CRS	Rwy Idg	N/A
115.1	305°	TDZE	N/A
Chan 98		Apt Elev	6742

VOR/DME-A
WINDOW ROCK (RQE)



MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3	1018 (1100-3)
Min:Sec										

VORTAC INW 112.6 Chan 73	APP CRS 106°	Rwy Idg TDZE Apt Elev 7100 4899 4941
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VOR or GPS RWY 11

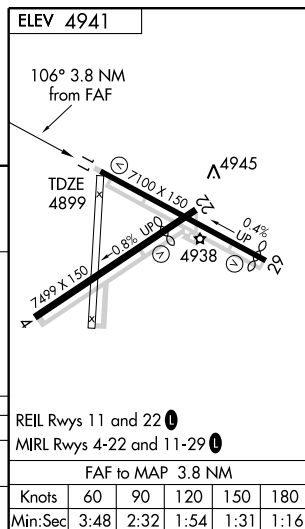
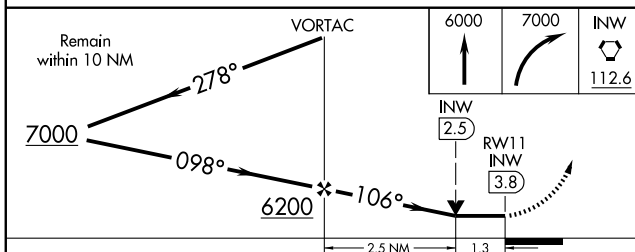
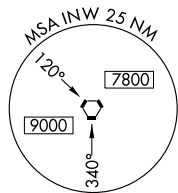
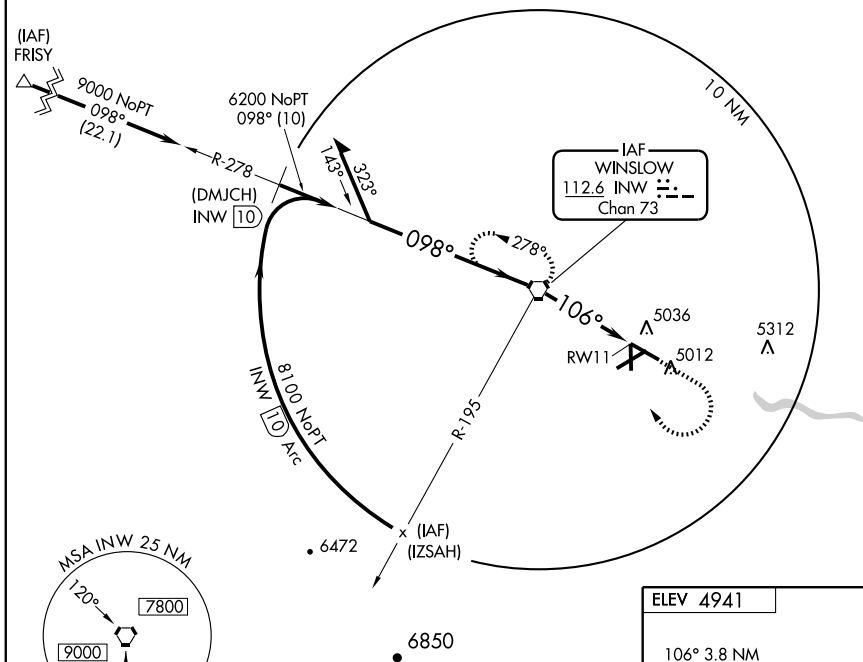
WINSLOW-LINDBERGH RGNL (INW)

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS
118.875

ALBUQUERQUE CENTER
124.5 306.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)	5340-1½ 441 (500-1½)	5340-1½ 441 (500-1½)	5340-1½ 441 (500-1½)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1½ 539 (600-1½)	5520-2 579 (600-2)

REIL Rwy 11 and 22 0

MIRL Rwy 4-22 and 11-29 0

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

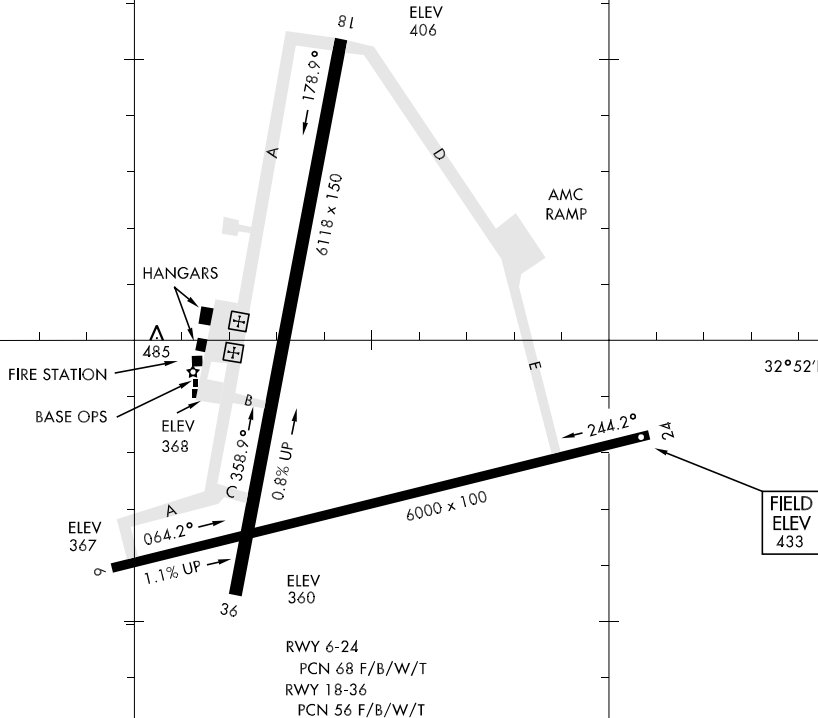
CTAF
126.20 242.175
GND CON
121.8 229.4

32°53'N

JANUARY 2009
ANNUAL RATE OF CHANGE
0.2° W



SW-4, 17 DEC 2009 to 14 JAN 2010



APCH CRS
063°

Rwy Idg
TDZE
Arpt Elev

6000
387
433

AL-6341 [USA]

LAGUNA AAF (KLGF)

- ▼** * When local altimeter setting not received, use YUMA MCAS/YUMA Inl altimeter setting and increase all MDAs 80 feet, increase CAT CD vis ½ mile.
- ▲** NA Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON

124.7 374.8

CTAF

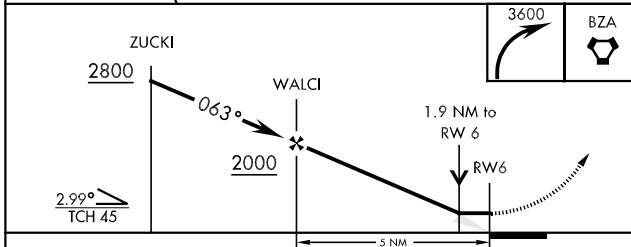
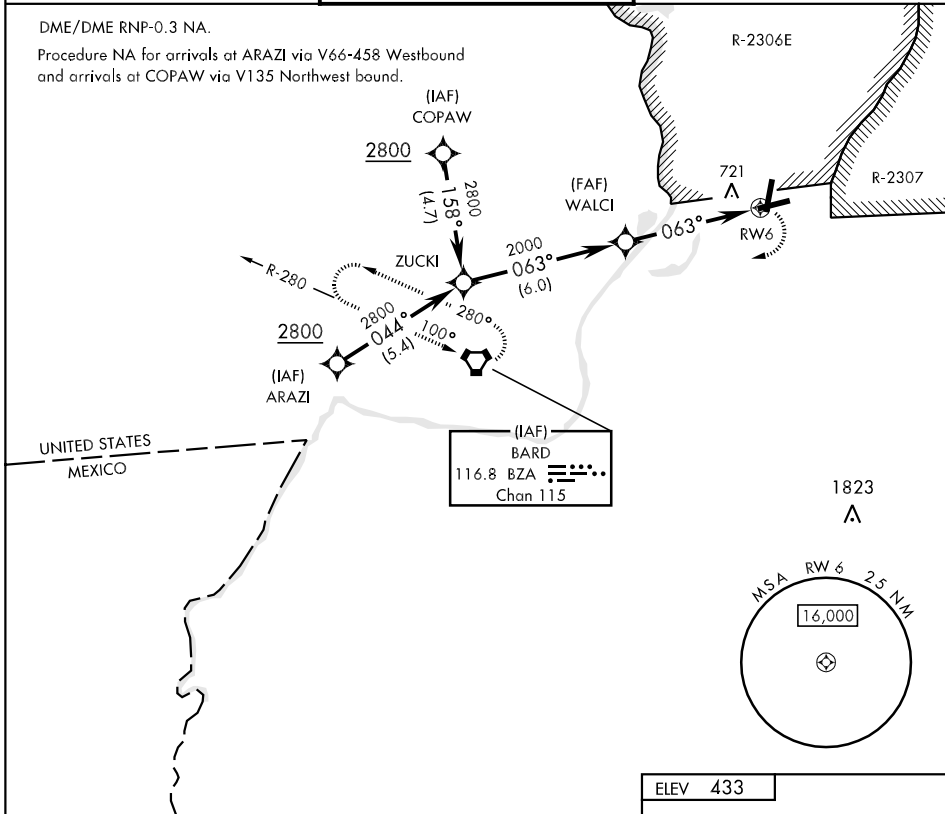
126.20 242.175

GND CON

121.8 0 229.4

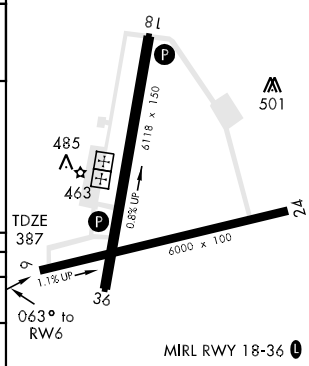
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at ARAZI via V66-458 Westbound and arrivals at COPAW via V135 Northwest bound.



CATEGORY	A	B	C	D
LNNAV MDA *	1020-1 633 (600-1)	1020-1 633 (600-1)	1020-2 633 (600-2)	1020-2 633 (600-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)	1080-2 647 (700-2)

ELEV 433



APCH CRS **163°**
Rwy Idg **6118**
TDZE **410**
Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)

▼ * When local altimeter setting not received, use YUMA MCAS/
YUMA Intl altimeter setting and increase all MDAs 80 feet and
▲ NA LNAV CAT D and circling CAT CD vis $\frac{1}{4}$ mile.

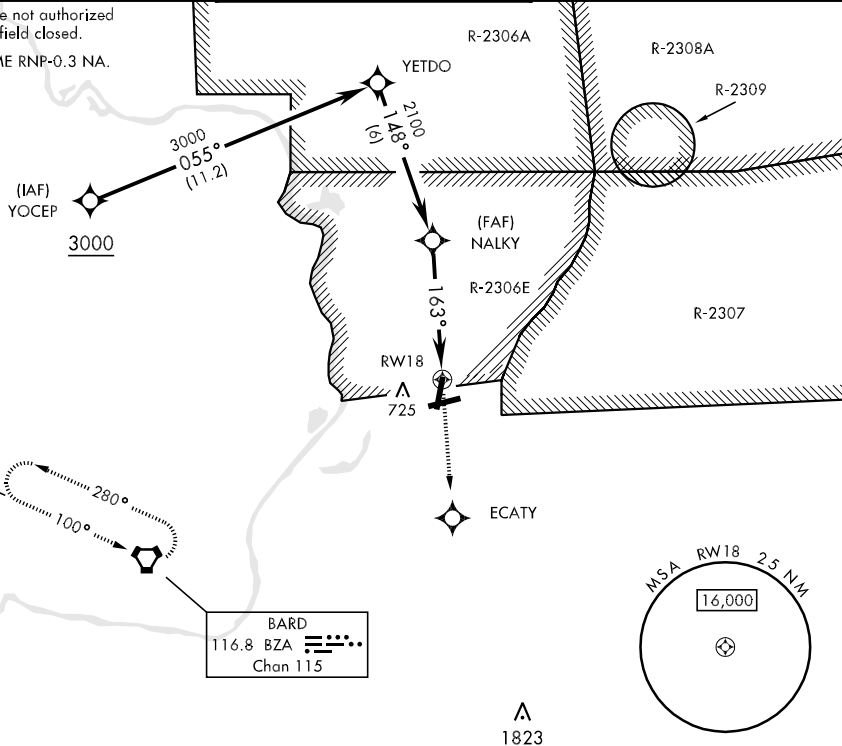
MISSED APPROACH: Climb to 3600 direct
ECATY, via 250° track to BZA VORTAC
and hold, continue climb in hold to 3600.

YUMA APP CON
124.7 374.8

CTAF
126.20 242.175

GND CON
121.8 0 229.4

Procedure not authorized
when airfield closed.
DME/DME RNP-0.3 NA.

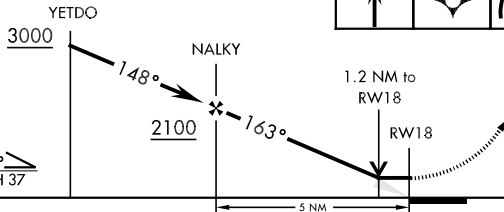


SW-4, 17 DEC 2009 to 14 JAN 2010

VDP NA when using YUMA MCAS
/YUMA INTL altimeter setting.

3600

ECATY

tr
250°

ELEV 433

MIRL RWY 18-36

163° to
RW18TDZE
410

81

485

463

1.50

0.8% DOWN

6118 x 150

36

1.1% UP

6000 x 100

24

CATEGORY	A	B	C	D
LNAV MDA *	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)	820-2 647 (700-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)	1080-2 647 (700-2)

VORTAC BZA 116.8 Chan 115	APCH CRS 048°	Rwy Idg 6000 TDZE 379 Arprt Elev 433
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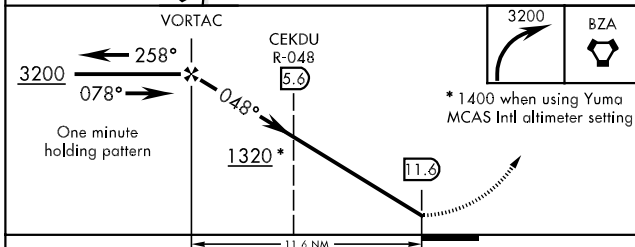
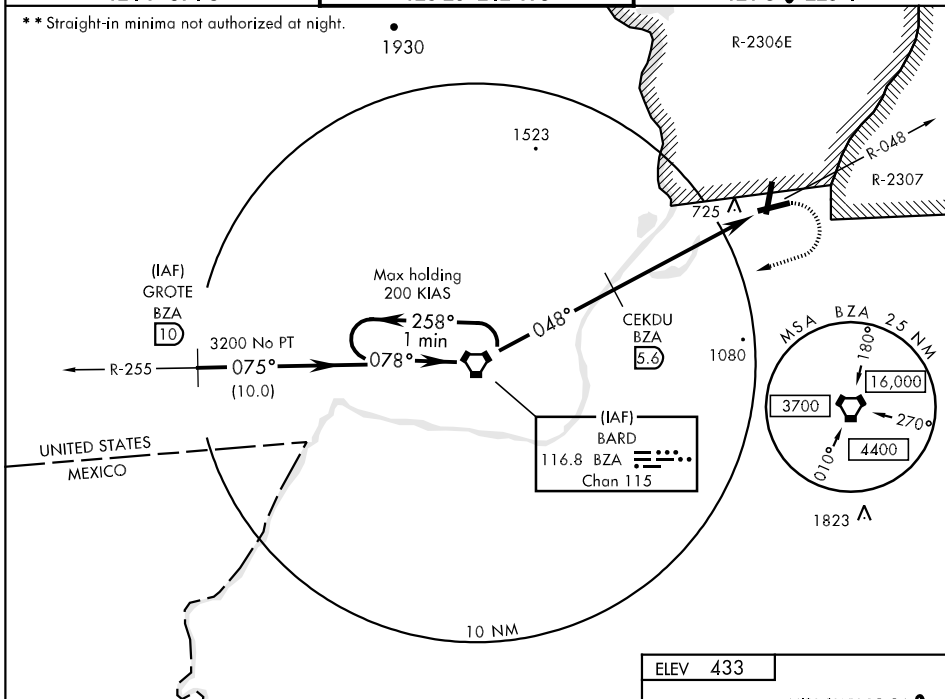
AL-6341 [USA]

LAGUNA AAF (KLGf)

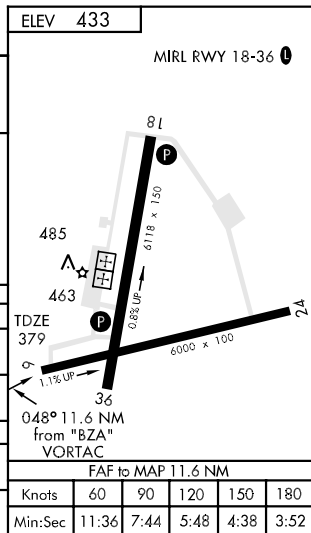
<p>▼ Procedure not authorized when airfield closed.</p> <p>▲ NA Obtain local altimeter setting on CTAF. When not received, use Yuma MCAS Intl altimeter setting and increase all MDAs 80 feet, increase visibilities CAT BC $\frac{1}{4}$ mile, and circling CAT BC $\frac{1}{4}$ mile; DME minimums: increase CAT B $\frac{1}{4}$ mile, CAT CD $\frac{1}{2}$ mile and circling CAT CD $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 3200 direct BZA VORTAC and hold.</p>
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YUMA APP CON 124.7 374.8	CTAF 126.20 242.175	GND CON 121.8 0 229.4
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** Straight-in minima not authorized at night.

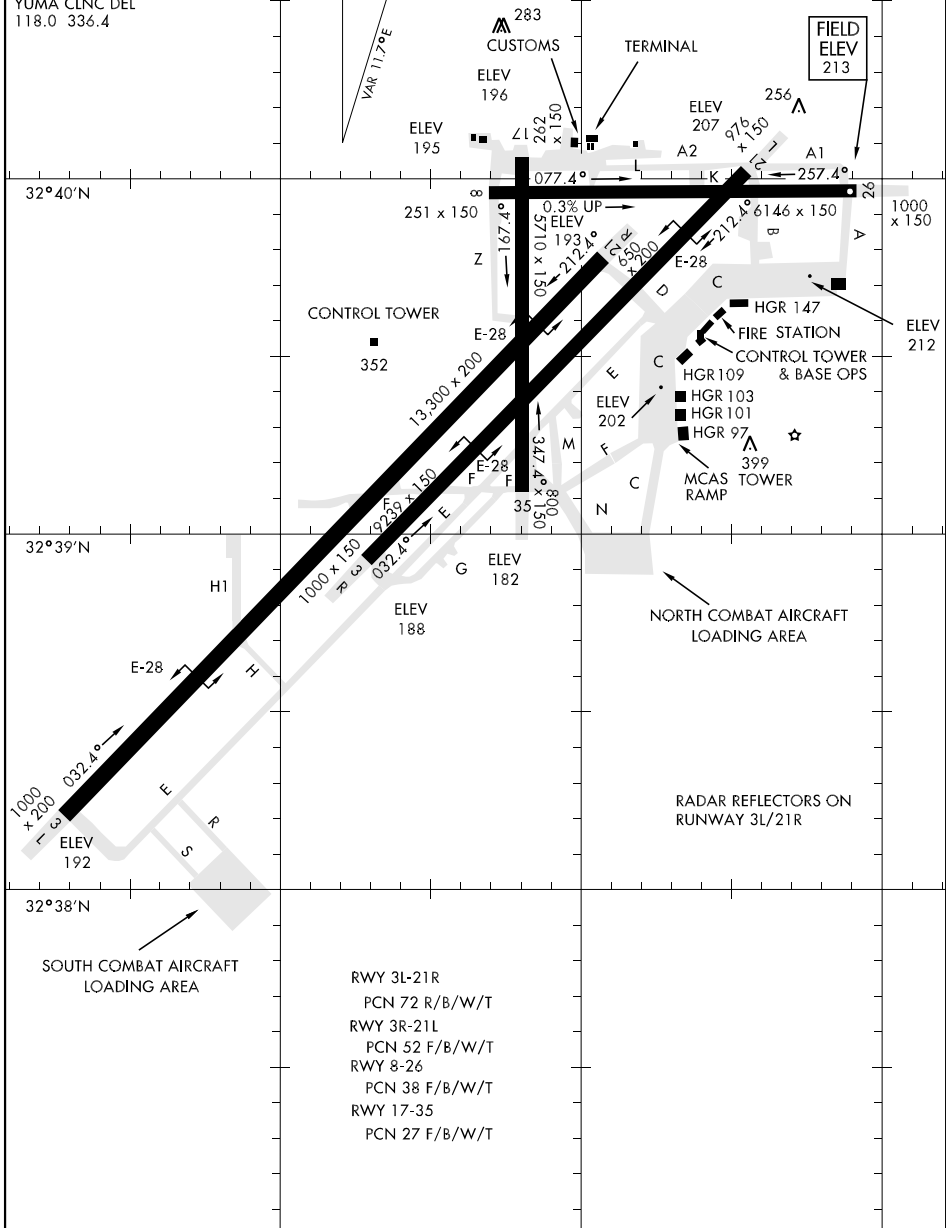


CATEGORY	A	B	C	D
S-6 **	1320-1 $\frac{1}{4}$ 941 (1000-1 $\frac{1}{4}$)	1320-2 $\frac{3}{4}$ 941 (1000-2 $\frac{3}{4}$)	1320-3 941 (1000-3)	1320-3 941 (1000-3)
CIRCLING	1320-1 $\frac{1}{4}$ 898 (900-1 $\frac{1}{4}$)	1320-2 $\frac{3}{4}$ 898 (900-2 $\frac{3}{4}$)	1320-3 898 (900-3)	1320-3 898 (900-3)
DME MINIMA				
S-6 **	1040-1 661 (700-1)	1040-1 $\frac{1}{4}$ 661 (700-1 $\frac{1}{4}$)	1040-2 661 (700-2)	1040-2 661 (700-2)
CIRCLING	1080-1 658 (700-1)	1080-1 $\frac{1}{4}$ 658 (700-1 $\frac{1}{4}$)	1080-2 658 (700-2)	1080-2 658 (700-2)



ATIS ★	
118.8	273.2
YUMA TOWER ★	
119.3	382.8
YUMA GND CON	
121.9	315.7
YUMA CLNC DEL	
118.0	336.4

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W



SW-4, 17 DEC 2009 to 14 JAN 2010

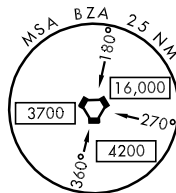
ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA MCAS, YUMA INTL (RWY 17)
YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

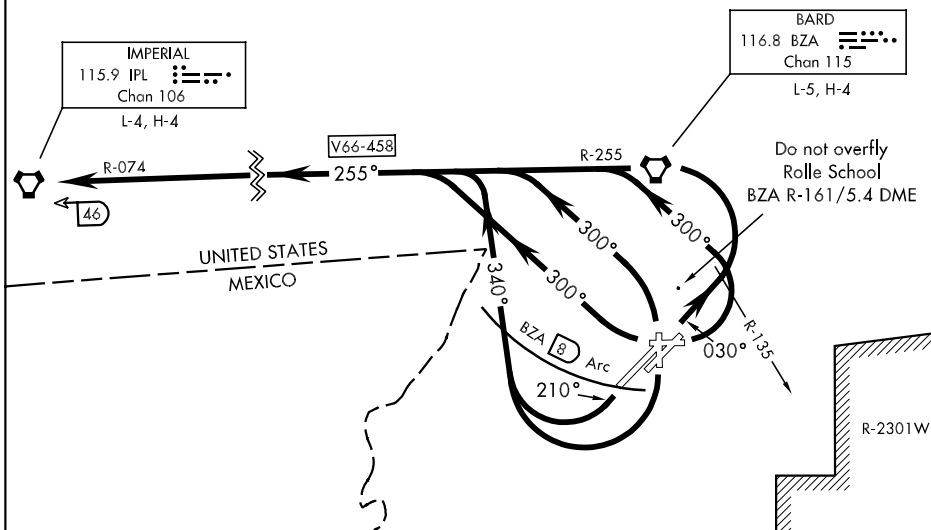
SHL-511 [USN]

2663



RADAR REQUIRED

SW-4, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 26: Climbing right turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 35: Climbing left turn heading 300° to intercept BZA R-255, thence....

...Via BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA, ARIZONA

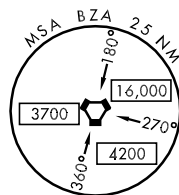
CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA MCA, YUMA INTL (KTYE)
YUMA, ARIZONA

ATIS★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

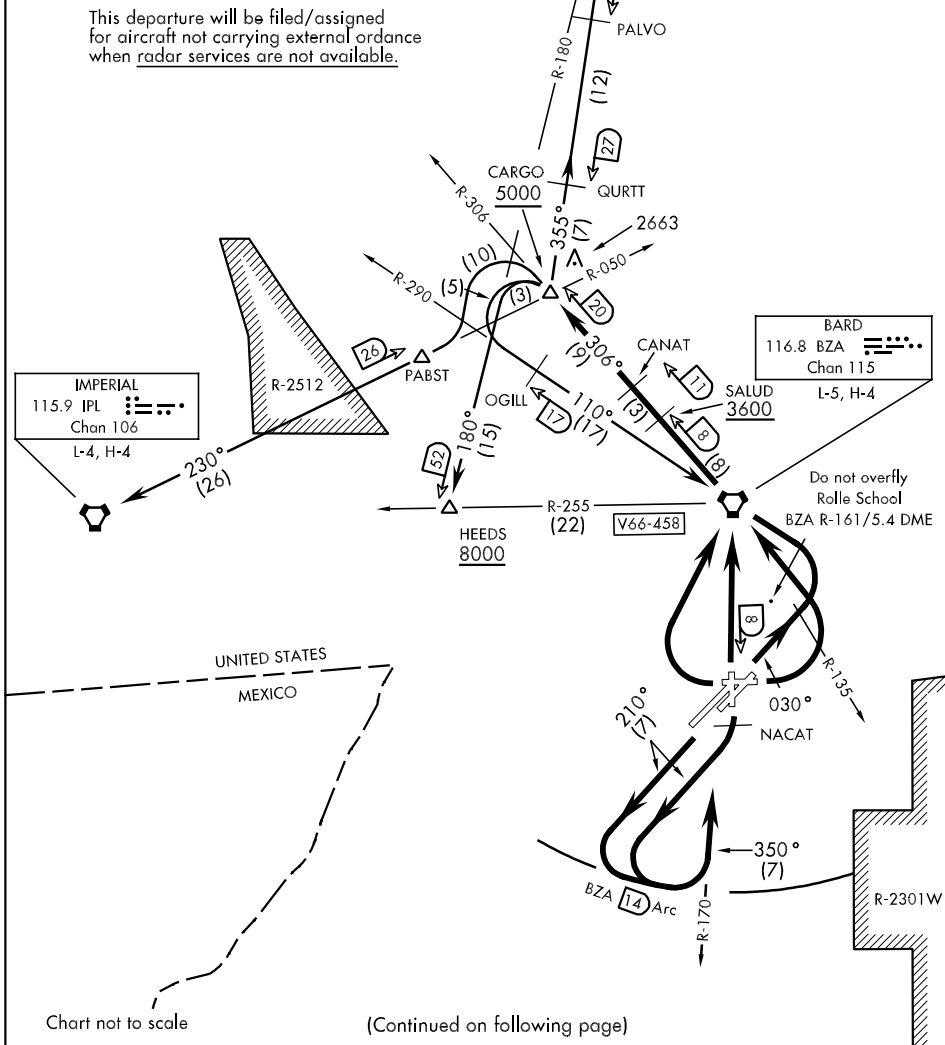
BLTYHE
117.4 BLH
Chan 121
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate to 3600

This departure will be filed/assigned for aircraft not carrying external ordnance when radar services are not available.



CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

SW-4, 17 DEC 2009 to 14 JAN 2010

SHL-511 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 3L/R: Climb heading 030 ° until crossing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to intercept BZA R-170 to BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....Via BZA R-306 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO7•BZA): At CARGO, turn left to intercept BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION(CARGO7•BLH): At CARGO, turn right to intercept BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO7•HEEDS): At CARGO, turn left to intercept BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO7•IPL): At CARGO, turn left to intercept IPL R-050 to IPL VORTAC.

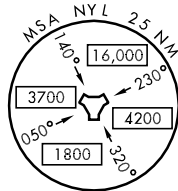
GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

BLTYHE
117.4 BLH
Chan 121
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	305	610	915	1220	1525	1830

ATC Climb Rate to 3600

IMPERIAL
115.9 IPL
Chan 106
L-4, H-4

BARD
116.8 BZA
Chan 115
L-5, H-4

YUMA
Chan 84 NYL

This departure will be filed/assigned for aircraft carrying external ordnance. Prior to crossing BRYGG DME fix, flight path adjustments to avoid overflight of congested areas are authorized.

This departure will be filed/assigned for aircraft as a preferential departure route when radar services are available.

(Continued on following page)

Chart not to scale

GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

SHL-511 [USN]
DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 3L/R: Climb heading 030° to NYL TACAN 4 DME, then turn left heading 280°, intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 8, 35: Climbing left turn to intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 17, 21L/R and 26: Climbing right turn to intercept NYL R-317 to PNOBB then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

BARD TRANSITION (GLAMS7• BZA): At CARGO turn left to intercept BZA VORTAC R-290 to BZA.

BLYTHE TRANSITION (GLAMS7• BLH): At CARGO turn right to intercept BLH VORTAC R-175 to BLH.

HEEDS TRANSITION (GLAMS7• HEEDS): At CARGO turn left to intercept BLH VORTAC R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION (GLAMS7• IPL): At CARGO turn left to intercept IPL VORTAC R-050 to IPL.

SW-4, 17 DEC 2009 to 14 JAN 2010

TACAN NYL Chan 84	APCH CRS 035°	Rwy Idg 13,300 TDZE 195 Arpt Elev 213	JAL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)
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MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN,
R-020/10 DME, then arc N on the NYL 10 mile Arc to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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CAUTION:

Prior to IAF verify navigation
NYL TACAN Chan 84

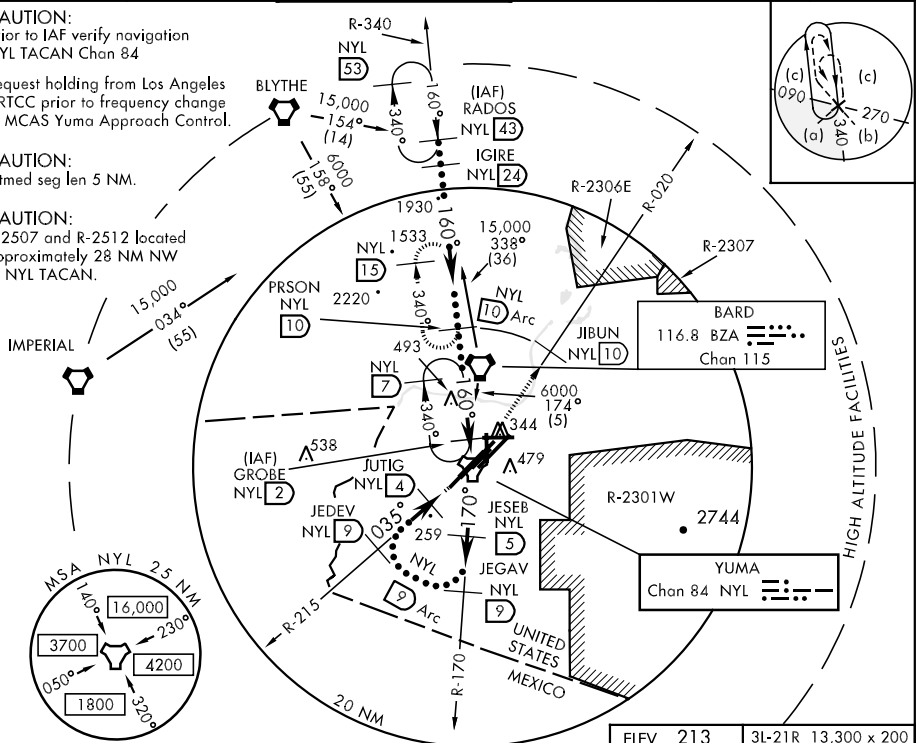
Request holding from Los Angeles
ARTCC prior to frequency change
to MCAS Yuma Approach Control.

CAUTION:

Intmed seg len 5 NM.

CAUTION:

R-2507 and R-2512 located
approximately 28 NM NW
of NYL TACAN.



TACAN NYL Chan 84	APCH CRS 205°	Rwy Idg 13,300 TDZE 193 Arpt Elev 213
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JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



* When ALS inop, increase visCAT CDE ¾ mile.



MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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CAUTION:
Prior to IAF verify navigation
NYL TACAN Chan 84

Request holding from Los Angeles
ARTCC prior to frequency change
to MCAS Yuma Approach Control.

CAUTION:
Intmd seg len 5 NM.

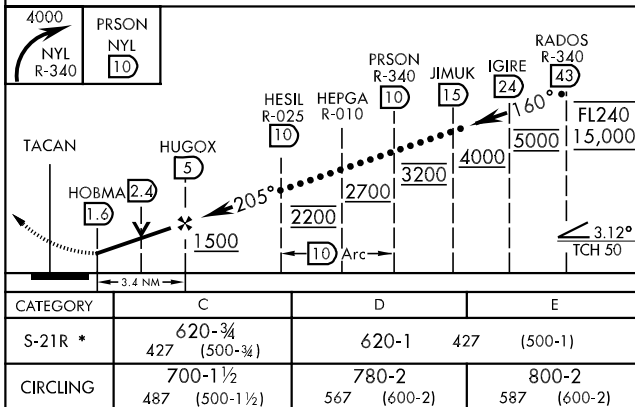
CAUTION:
R-2507 and R-2512 located
approximately 28 NM NW
of NYL TACAN.

IMPERIAL

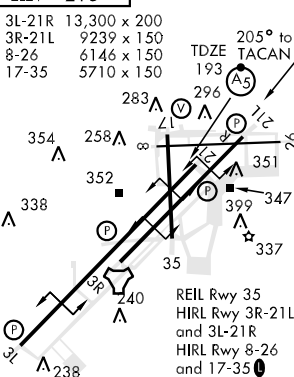
BARD
116.8 BZA
Chan 115

YUMA
Chan 84 NYL

EMERG SAFE ALT 100 NM 17,000



ELEV 213



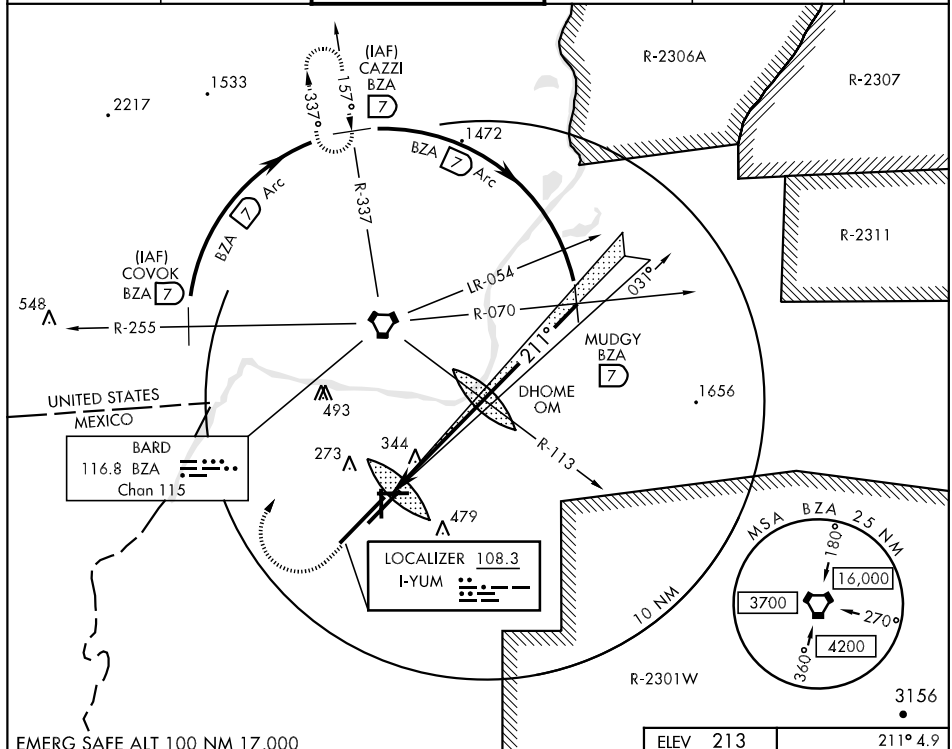
LOC I-YUM 108.3	APCH CRS 211°	Rwy Idg 21L 9239 21R 13,300 TDZE 21L 207 21R 193 Arprt Elev 213
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AL-511 [USN] YUMA MCAS/YUMA INTL (KNYL)

<p>▼</p> <p>• When ALS inop, increase CAT ABCD vis to $\frac{3}{4}$ mile.</p> <p>•• When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to $1\frac{1}{4}$ miles.</p>	MALSR
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MISSED APPROACH: Climb to 900, then climbing right turn to 3600 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000

900	3600	BZA
↑	↗	
VGSI and ILS not coincident		
MM	1838	3000
211°	2100	3600
0.4	4.5 NM	4.8 NM
CATEGORY	A	B
S-ILS 21R *	393- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)
S-LOC 21R **	600- $\frac{1}{2}$ 407 (400- $\frac{1}{2}$)	600- $\frac{3}{4}$ 407 (400- $\frac{3}{4}$)
SIDESTEP 21L	600-1 $\frac{3}{4}$ 393 (400-1 $\frac{3}{4}$)	600-2 $\frac{1}{4}$ 393 (400-2 $\frac{1}{4}$)
CIRCLING	700-1 487 (500-1)	700-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)

YUMA, ARIZONA

32°39'N-114°36'W

ELEV 213	211° 4.9
3L-21R 13,300 x 200	TDZE from FAF
3R-21L 9239 x 150	21L 207
8-26 6146 x 150	21R 193
17-35 5710 x 150	296
283A	211
354 A	258 A
352 A	351 A
338 A	399 A
337 A	347 A
35 A	337 A
240 A	337 A
238 A	337 A
REIL Rwy 35	HIRL Rwy 3R-21L and 3L-21R
HIRL Rwy 8-26	and 17-35
FAF to MAP 4.5 NM	
Knots	60 90 120 150 180
Min:Sec	4:30 3:00 2:15 1:48 1:30

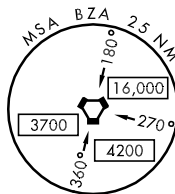
YUMA MCAS/YUMA INTL (KNYL)

MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 0 382.8
YUMA DEP CON
125.55 281.0

R-2306
R-2307
R-2308
R-2309



CAUTION: Tethered Balloon
up to 15,000

BARD
116.8 BZA
Chan 115

Do not overfly
Rolle School
BZA R-161/5.4 DME

MOHAK
L-5, H-4

66

R-247

32

GILA BEND
116.6 GBN
Chan 113

R-2301E

3158

R-2301W

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° to intercept BZA VORTAC R-075, thence....

TAKE-OFF RWY 8: Climbing left turn heading 050° to intercept BZA R-075, thence....

TAKE-OFF RWY 17: Climbing left turn heading 040° to intercept BZA R-075, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-075 to MOHAK INT. Then via assigned route. Maintain assigned altitude.
Expect clearance to filed altitude/flight level 10 minutes after departure.

MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

SW-4, 17 DEC 2009 to 14 JAN 2010

PICACHO-TWO DEPARTURE (PICA2 • BLH)

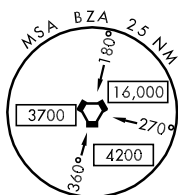
PICACHO-TWO DEPARTURE (PICA2 • BLH)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

△ 2663

RADAR REQUIRED



BARD
116.8 BZA
Chan 115
L-5, H-4

BLYTHE
117.4 BLH
Chan 121
L-4-5, H-4

Do not overfly
Rolle School
BZA R-161/5.4 DME

UNITED STATES
MEXICO

BZA 8
Arc

R-2301W

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left heading 325° to intercept BZA R-337, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-337, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 350° to intercept BZA R-337, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

PICACHO-TWO DEPARTURE (PICA2 • BLH)

YUMA, ARIZONA

SW-4, 17 DEC 2009 to 14 JAN 2010

APCH CRS **031°** Rwy Idg **13,300**
TDZE **195**
Arpt Elev **213**

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

▼ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000
direct BARD and hold. Continue climb in hold to 4000, 200 KIAS max.

ATIS ★
118.8 273.2

YUMA APP CON
124.7 374.8

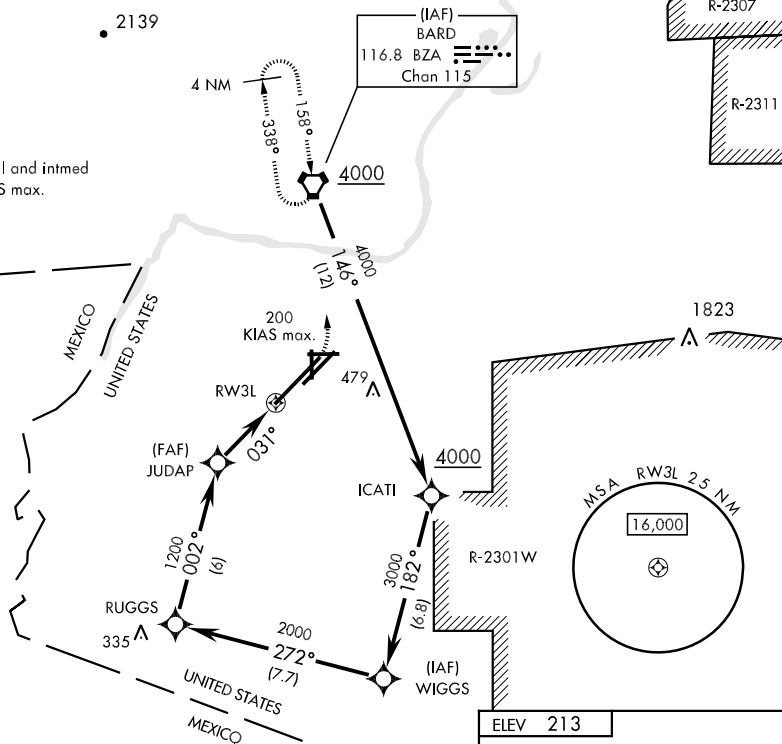
YUMA TOWER ★
119.3 (CTAF) 0 382.8

GND CON
121.9 315.7

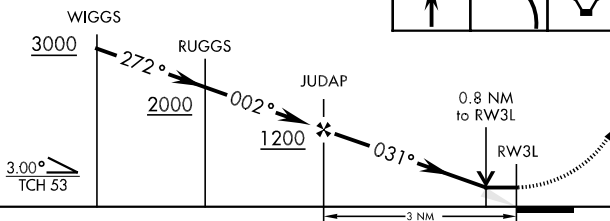
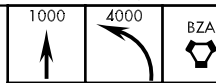
CLNC DEL
118.0 336.4

ASR/PAR

CAUTION: Initial and intmed
segments 180 KIAS max.



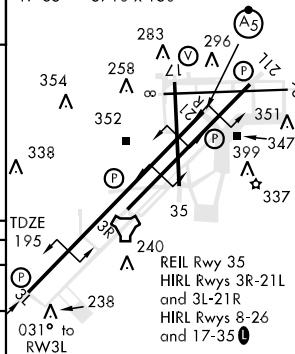
EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNNAV MDA	500-1	305	(300-1)	
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

ELEV 213

3L-21R 13,300 x 200
3R-21L 9239 x 150
8-26 6146 x 150
17-35 5710 x 150



APCH CRS 168°	Rwy Idg TDZE Arpt Elev	5710 197 213
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI
and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★
118.8 273.2

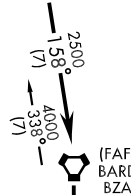
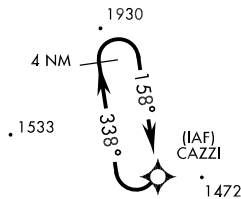
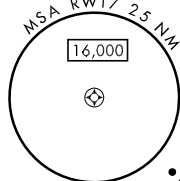
YUMA APP CON
124.7 374.8

YUMA TOWER ★
119.3 (CTAF) 0 382.8

GND CON
121.9 315.7

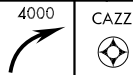
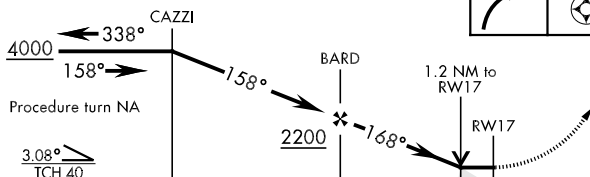
CLNC DEL
118.0 336.4

ASR/PAR

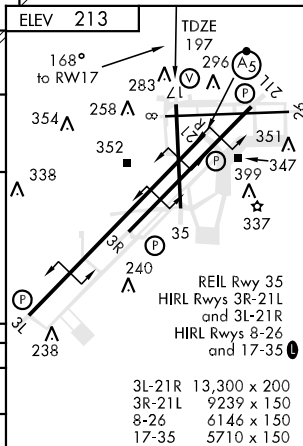


UNITED STATES
MEXICO

EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA	620-1	423 (500-1)	620-1 ¼ 423 (500-1 ¼)	
CIRCLING	700-1	487 (500-1)	700-1 ½ 487 (500-1 ½)	780-2 567 (600-2)



Rwy Idg	13,300
TDZE	193
Arpt Elev	213

YUMA MCAS/YUMA INTL (KNYL)

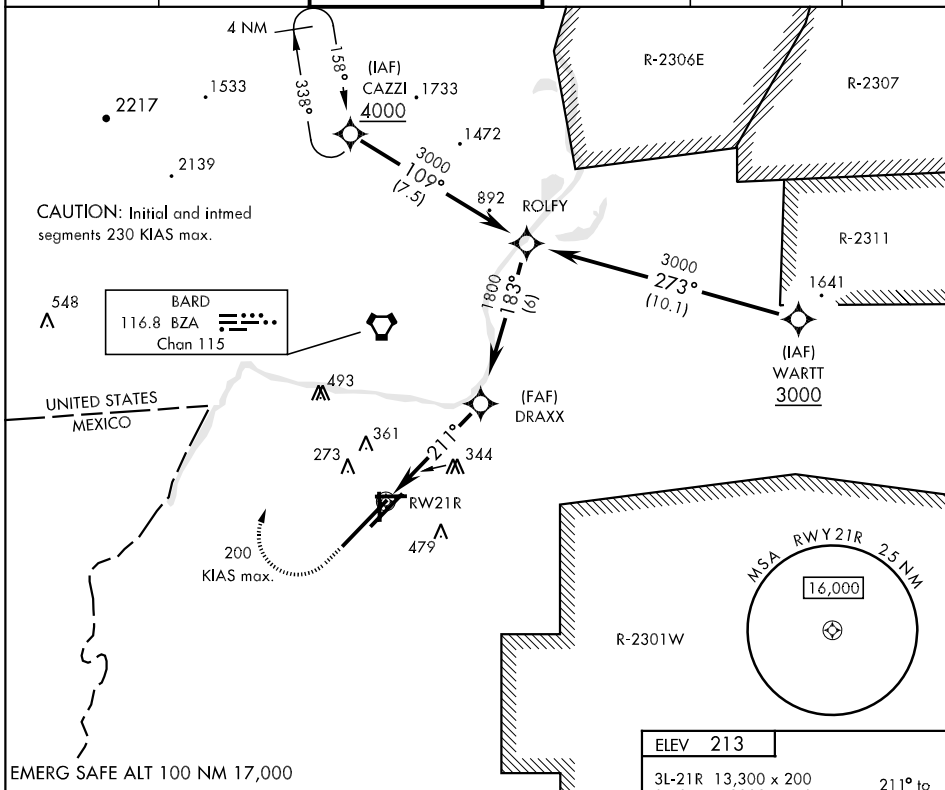


* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.
DME/DME RNP-0.3 NA.

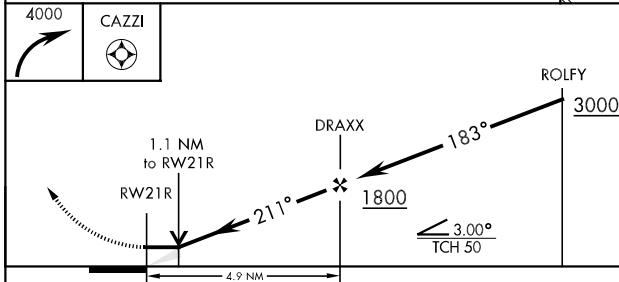


MISSED APPROACH: Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

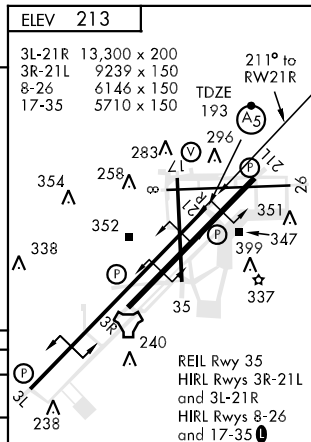
ASR/PAR



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
INAV MDA*	600-1/2 407	(400-1/2)	600-3/4 407	(400-3/4)
CIRCLING	700-1 487	(500-1)	700-1/2 487 (500-1/2)	780-2 567 (600-2)



YUMA MCAS/YUMA INTL (KNYL)

Amdt 1 09323

RNAV (CDS) RNAV 215

TACAN NYL Chan 84	APCH CRS 035°	Rwy Idg 13,300 TDZE 195 Arpt Elev 213
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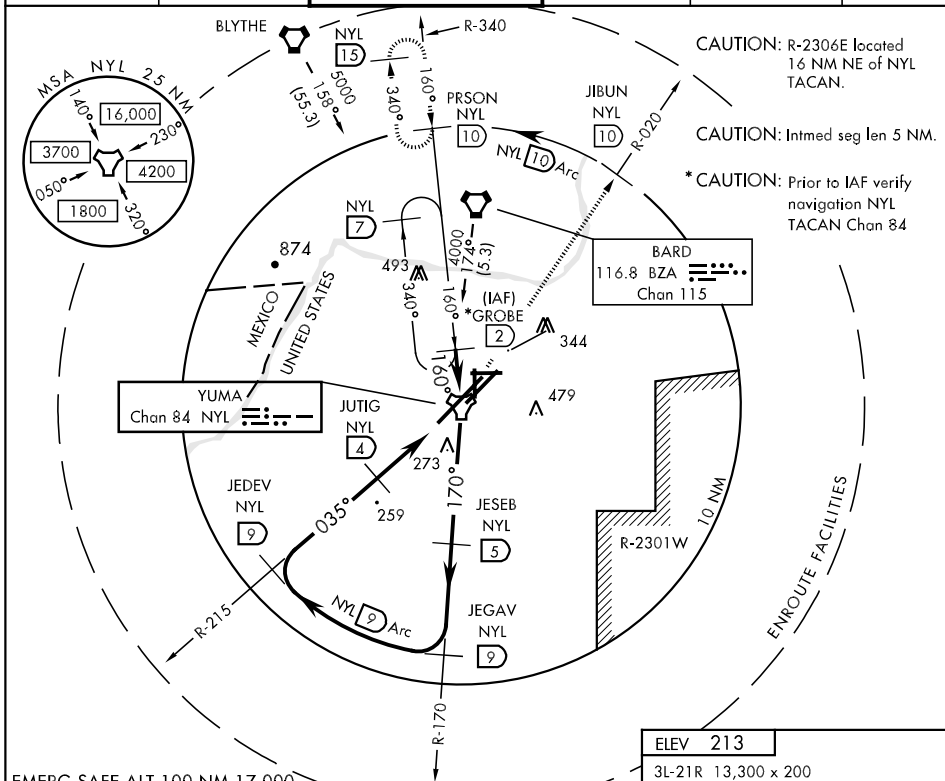
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



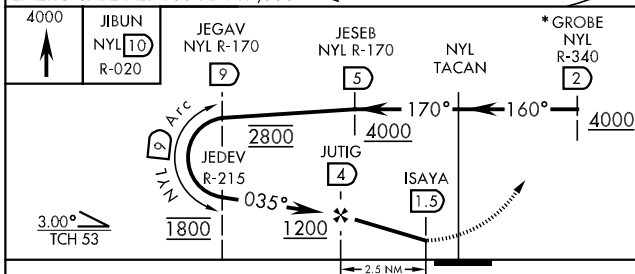
MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN, R-020/10 DME, then arc N on the NYL 10 mile arc to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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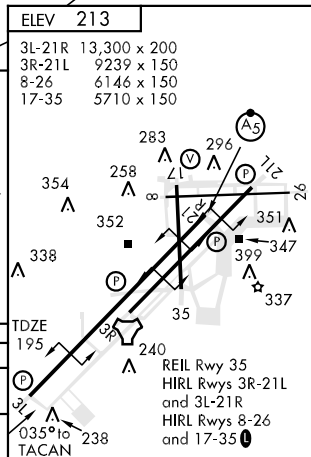


SW-4, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 17,000'



CATEGORY	A	B	C	D
S-3L	540-1	345	(400-1)	540-1½ 345 (400-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)



YUMA, ARIZONA

Amdt 1 09323

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

TACAN BAY/OL

TACAN NYL Chan 84	APCH CRS 205°	Rwy Idg 13,300 TDZE 193 Arprt Elev 213
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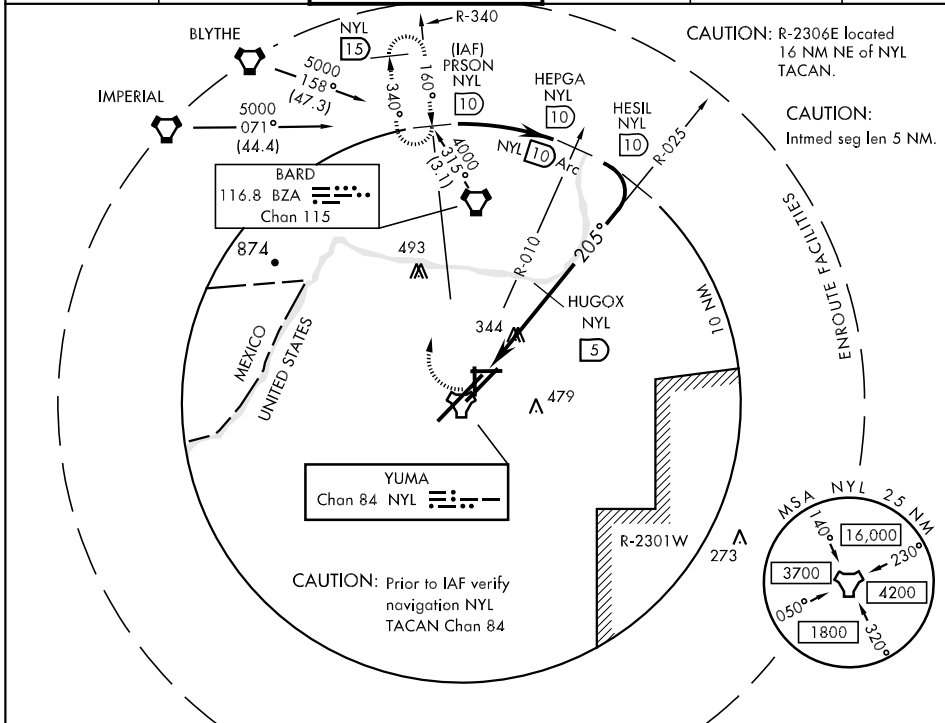
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles.	MALSR A5
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MISSED APPROACH: Climbing right turn to 4000
via NYL TACAN R-340 to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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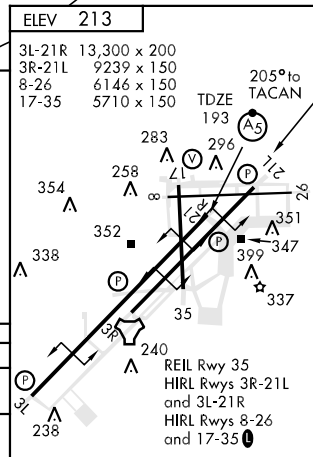
EMERG SAFE ALT 100 NM 17,000

<div>4000 NYL R-340</div>		<div>PRSON NYL 10</div>				<div>PRSON R-340 10</div>	
<div>TACAN HOBMA 1.6</div>		<div>HUGOX 5</div>		<div>HESIL R-025 10</div>		<div>HEPGA R-010 10</div>	
		205°		2700		4000	
		1500		2200		Arc 10	
		3.4 NM				3.12° TCH 50	
CATEGORY	A		B		C		D
S-21R *	620-½	427	(500-½)		620-¾ 427 (500-¾)	620-1 427 (500-1)	
CIRCLING	700-1	487	(500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)	

YUMA, ARIZONA

Amdt 1 09323

32°39'N-114°36'W



YUMA MCAS/YUMA INTL (KNYL)

TACAN Rwy 21R

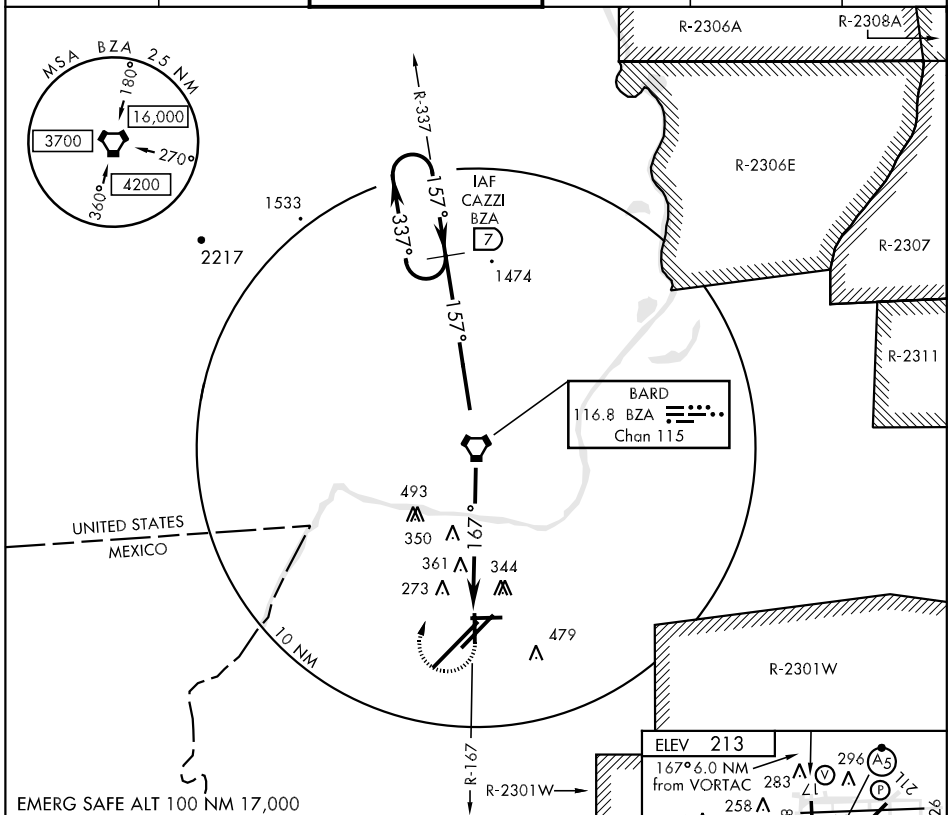
VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg TDZE Arpt Elev 5710 197 213
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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CAZZI		VGSIs and VDA not coincident		1000	4000	BZA
4000	← 337°	157° →	157°	2500	167°	WOGIX
3.55°	TCH 40					
CATEGORY		A	B	C	D	
S-17		680-1	483 (500-1)	680-1½ 483 (500-1½)	680-1½ 483 (500-1½)	
CIRCLING		700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	

VORTAC BZA 116.8 Chan 115	APCH CRS 210°	Rwy Idg 13,300 TDZE 193 Arpt Elev 213
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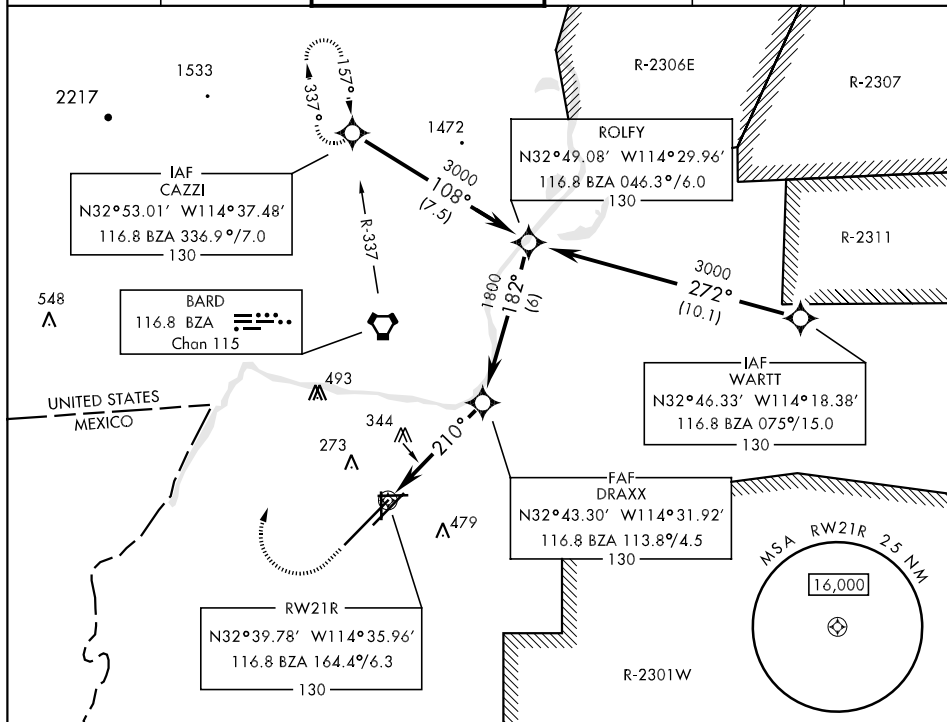
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

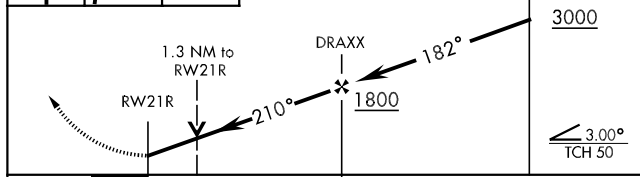
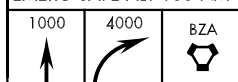
<p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles. DME/DME RNP-0.3 NA.</p>	<p>MALSR A5</p>
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MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and track 337° to CAZZI WP and hold.

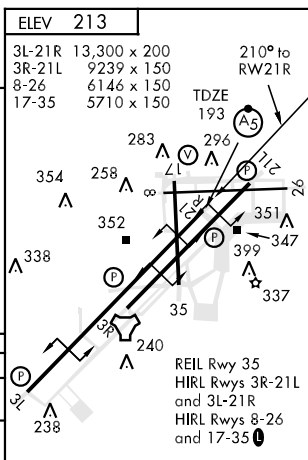
<p>ATIS ★ 118.8 273.2</p>	<p>YUMA APP CON 124.7 374.8</p>	<p>YUMA TOWER ★ 119.3 (CTAF) 0 382.8</p>	<p>GND CON 121.9 315.7</p>	<p>CLNC DEL 118.0 336.4</p>	<p>ASR/PAR</p>
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-21R *	660-½ 467 (500-½)	660-¾ 467 (500-¾)	660-1 467 (500-1)	660-1 467 (500-1)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)



VORTAC BZA
116.8
Chan 115

APCH CRS
167°

Rwy Idg 5710
TDZE 197
Arprt Elev 213

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 1000, then climbing right turn to 2800 direct BZA VORTAC and hold.

ATIS ★
118.8 273.2

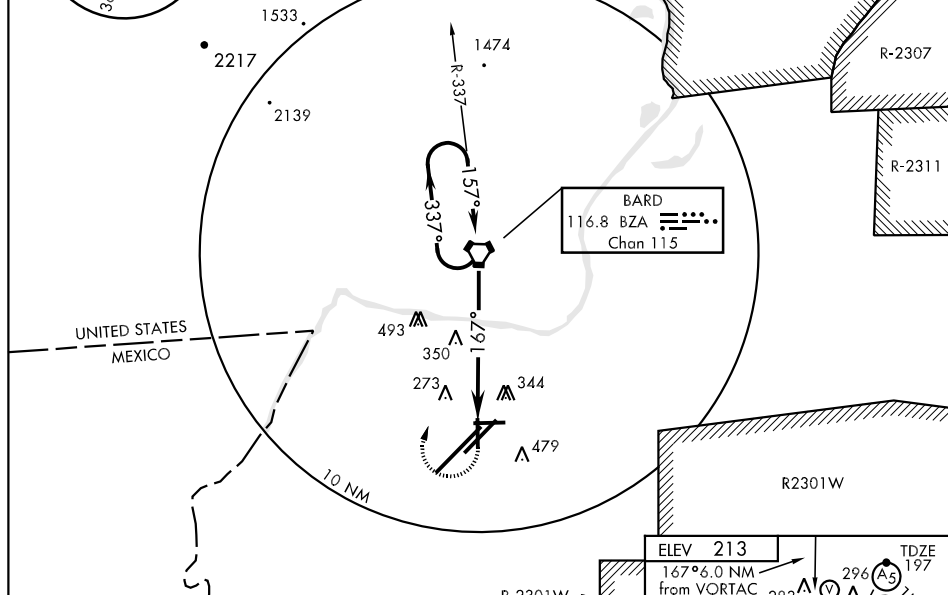
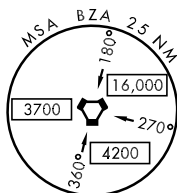
YUMA APP CON
124.7 374.8

YUMA TOWER ★
119.3 (CTAF) 0 382.8

GND CON
121.9 315.7

CLNC DEL
118.0 336.4

ASR/PAR



EMERG SAFE ALT 100 NM 17,000

One minute holding pattern VGSI and VDA not coincident

VORTAC

2800

337°

157°

2500

3.55°

TCH 40

1000

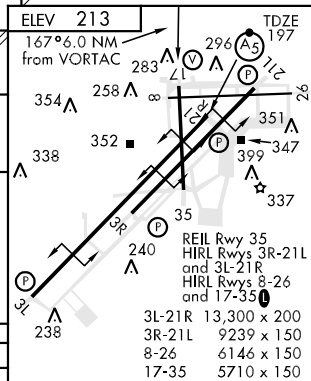
2800

BZA

WOGIX

6 NM

CATEGORY	A	B	C	D
S-17	680-1	483 (500-1)	NA	
CIRCLING	700-1	487 (500-1)	NA	



FAF to MAP 6.0 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00